

Ed East / '74



U. S. Army
1974 chief of
engineers
distinguished
design awards

foreword

This year the Chief of Engineers Design Awards Program attracted forty-six entries in the fields of Architectural Design, Engineering Design and Landscape Architectural Design.

This brochure is published to recognize the winners of this tenth annual Design Awards competition and to offer encouragement to potential entrants in future Design Awards Programs.

The three panels of judges representing the competing disciplines presented two Honor Awards, nine Awards of Merit and designated two entries for Honorable Mention. Thus a total of thirteen Corps projects were considered worthy of special recognition. In this connection one of the judges said "There were so many outstanding entries it was difficult to choose between them."

On behalf of the entire Corps of Engineers I wish to thank those members and officers of The American Institute of Architects, The American Society of Civil Engineers, The Consulting Engineers Council and the American Society of Landscape Architects who so graciously gave of their time and talents in judging this year's entries.

I am sure that the reader will agree that this recognition for excellence can only add to the Corps' ability to perform in an outstanding manner.



A handwritten signature in black ink, appearing to read "W. C. Gribble, Jr." with a stylized flourish at the end.

W. C. GRIBBLE, JR.
Lieutenant General, USA
Chief of Engineers

distinguished design awards

The purpose of the Chief of Engineers Distinguished Design Awards Program is to recognize outstanding architectural, engineering and landscape architectural designs for Corps of Engineers construction projects. Awards of merit are made for the best designs in each category and, at the jury's discretion, an honor award to recognize exceptional achievement may be given. Each award category is open to Civil Works and Military Construction designs, regardless of the agency for whom the designs were made.

The objective of the program is to motivate consulting firms of the environmental design professions, as well as Corps of Engineers divisions and districts, to produce functional and attractive designs of structures and area development that harmonize construction projects with their environment.

Each district office and designing division office is encouraged to submit entries of one or two projects for each award category. Awards may be given to the designing offices and consulting firms for entries in each category which are considered by the judges to be worthy of such recognition.

1974 design awards

ENGINEERING DESIGN

Honor Award

Snettisham Power Project
Juneau, Alaska

Awards of Merit

Warm Springs Bridge
Sonoma County, California
Raystown Lake
Raystown Branch, Juniata River,
Pennsylvania
Miller-Sweeney Bridge
Alameda County, California

LANDSCAPE ARCHITECTURAL DESIGN

Awards of Merit

Wynoochee Lake Restoration and
Recreation Project
Washington
Virginia Key
Florida Beach Erosion Control Project
Colonel Crawford Recreation Area
Pennsylvania

ARCHITECTURAL DESIGN

Honor Award

Addition to Officers' Open Mess
Presidio of San Francisco, California

Awards of Merit

Cross Lake Ranger Station
Crow Wing County, Minnesota
Base Chapel
Peterson Field, Colorado
Overlook Structure,
Santa Rosa Wash Project
Tat Momolikot Dam,
Papago Indian Reservation, Arizona

1974 engineering design awards

Honor Award

Snettisham Power Project
Juneau, Alaska

Awards of Merit

Warm Springs Bridge
Sonoma County, California

Raystown Lake
Raystown Branch, Juniata River,
Pennsylvania

Miller-Sweeney Bridge
Alameda County, California

biographies of jurors

CHARLES W. YODER

Charles W. Yoder, head of the Milwaukee consulting engineering firm bearing his name, is president of the American Society of Civil Engineers.

Mr. Yoder is affiliated with the American Consulting Engineers Council, the National Society of Professional Engineers, the American Concrete Institute, the Construction Specifications Institute, the Consulting Engineers of Wisconsin, the Wisconsin Society of Professional Engineers, and the Engineers and Scientists of Milwaukee.

Mr. Yoder is a civil engineering graduate of Pennsylvania State University. In his earlier career he was with the Bethlehem Steel Company.

Prior to forming his own firm in 1953, Yoder was district structural engineer of the Portland Cement Association in Milwaukee. His present firm, Charles W. Yoder and Associates, is active in the fields of industrial and commercial buildings, bridges and marine construction. Projects of the firm include the new home office of the Oilgear Co., an extensive rebuilding program for the Pabst Brewing Co. at the Milwaukee brewery, and the Dane County Memorial Coliseum in Madison.

Mr. Yoder is active in various civic organizations, including the Kiwanis Club of Milwaukee. He represents the engineering profession on the Wisconsin State Building Code Review Board. He is chairman of the Planning and Zoning Commission of Erin Township in Washington County, Wisconsin. Serves on the National Panel of Arbitrators of the American Arbitration Association.

MAX O. URBANH

Mr. Max O. Urbahn earned a Bachelor's degree in Architecture from the University of Illinois and Bachelor's and Master's degrees in Fine Arts from Yale University. Mr. Urbahn has lectured at various universities and from 1947-49 was Assistant Professor of Design at Yale University's School of Fine Arts.

Mr. Urbahn began his professional career as a designer in the office of John Russell Pope and worked on such projects as the Jefferson Memorial and the National Gallery of Art in Washington, D.C.

Mr. Urbahn has been active in the American Institute of Architects in various capacities, serving as its president in 1972. He has won widespread commendation from his peers, in recognition for excellence in design among which are: The Hall of Science, New York City; Children's Psychiatric Hospital, Bronx, New York; Seminary of St. Vincent de Paul, Florida, Meadowbrook Medical Center, Long Island; the Franklin D. Roosevelt U.S. Post Office and Office Building in New York; and Launch Control Center for the Apollo Manned Lunar Landing Project at Cape Kennedy, Florida.

Mr. Urbahn is chairman of the Board and Past President of the New York Board of Trade. He is Director of the Society of American Military Engineers, New York City Post; a Vice Chairman and Director of the Madison Square Boy's Club; Trustee of Doctors Hospital, a member of the Board of Chancellors of the University of Southern California and Director of the American Arbitration Association.

MALCOLM R. MEURER

Mr. Meurer together with two other engineers formed the firm, Meurer, Serafini and Meurer, Inc., Denver, Colorado, where he is presently Executive Vice President and Business Manager. He also serves on the Board of Directors, Genge, Inc., Los Angeles, California. He is currently President of the American Consulting Engineers Council and in the past has served in various capacities in this organization. He is a member of Colorado and National Sections of the American Society of Civil Engineers.

Mr. Malcolm R. Meurer is a graduate of Rose Hulman Institute of Technology in Terre Haute, Indiana, with a Bachelor of Science degree in Civil Engineering and he is a Registered Professional Engineer and Land Surveyor in Colorado.

Mr. Meurer's consulting work involves feasibility studies, reports, design and specifications and supervision of construction projects of a very broad-civil engineering nature.

Mr. Meurer Mr. Yoder Chairman of Panel Gen. Gribble Mr. Urbahn



honor award



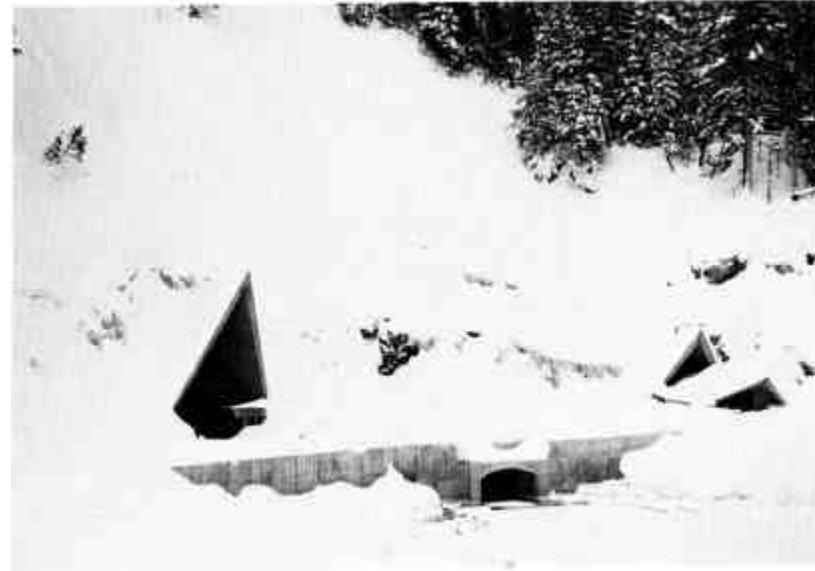
snettisham power project

Juneau, Alaska

Design: North Pacific Division and Alaska District

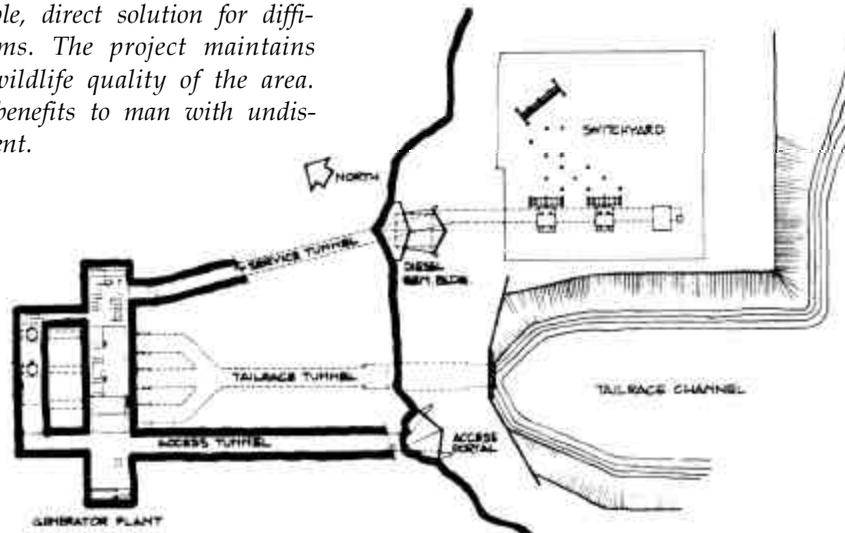
C. F. Groner, Oslo, Norway, Consultant

To avoid disturbance to the indigenous scenic-wildlife quality of the area and damage to facilities by natural snow sliding, the hydro-electric power project was placed underground. A large expandable powerhouse was originally proposed and designed to be built almost entirely above ground in the same area where the underground facility was constructed. Monetary and environmental cost analysis indicated that all possible structures be placed against and into the mountain side. The results of having gone underground clearly support the analysis. In addition, the underground structure provides a more pleasant working environment for project personnel and a natural biological refuge has been virtually undisturbed. Natural revegetation can in a few seasons return the site, to an apparently indigenous state.



Jury Comments:

The design gives a simple, direct solution for difficult engineering problems. The project maintains the indigenous, scenic wildlife quality of the area. It is a happy union of benefits to man with undisturbed natural environment.



award of merit



warm springs bridge

Sonoma County, California

Design: Tudor Engineering Company, San Francisco

Supervision: San Francisco District

The bridge was designed as a three-span structure, with a center span of 752 feet and two anchor arm spans of 423 feet each for a total length of 1,598 feet. The superstructure was designed as a cantilevered deck truss of welded high-strength steel. Piers are of reinforced concrete, 100 feet high. The suspended span, weighing approximately 900 tons, was lifted in only three hours, in one continuous operation. The completed roadway is 39 feet 4 inches wide, providing two vehicular lanes and a pedestrian walkway. The overall effect of the design is one of unity within the structure itself and a pleasing simplicity of form and substance. It relates modestly and unobtrusively to the rolling topography of the site. Several design techniques were employed to create this total effect, including the utilization of a curved bottom chord rather than a straight cord, shallow rather than

deep panels, and closed box truss members rather than laced or perforated plate members. The structure was further harmonized with its environment by color treatment. All exposed steel work below the concrete deck was painted tan which helps blend the bridge into the surrounding area. All metal work above the deck was painted a contrasting off-white to draw the attention to this line and reinforce the impression of simplicity.

Jury Comments:

The jury commented very favorably upon the straightforwardness and the simplicity of the design of this gracefully arched bridge.

The design exhibits a conscious effort to respect the topography of the scene. The lacey, open appearance complements the scenic beauty of the area.



award of merit



raystown lake

Raystown Branch, Juniata River, Pennsylvania

Design: Portland and Baltimore Districts

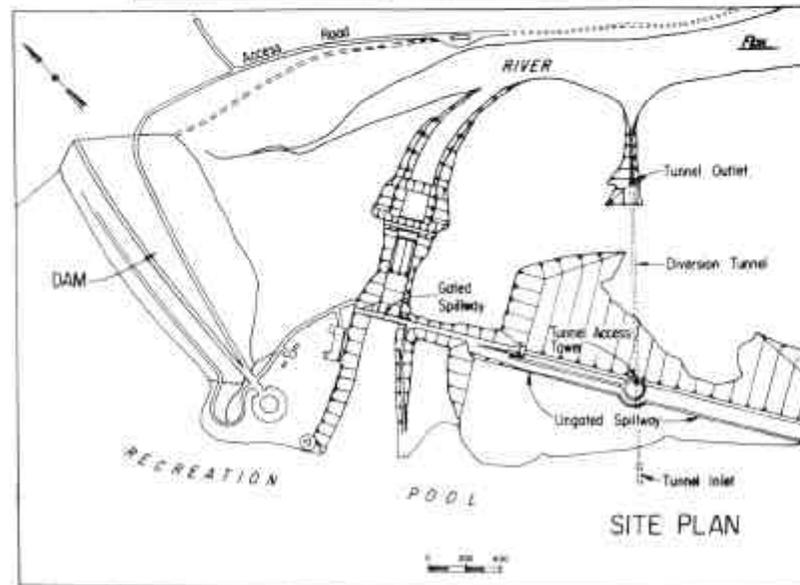
Assistance: Nelson-Daft Associates, Baltimore

The Raystown project is located in central Pennsylvania on the Raystown Branch of the Juniata River. The lake area at recreation pool level is 8,300 acres with a potential of unusual beauty and scenic appeal. The design consists of an earth and rockfill dam, a gated spillway for water level and water quality control, an ungated emergency spillway, and a tunnel for diversion and low flow augmentation. The gated spillway is an ogee structure with tainter gates, multiple level intakes for water quality control, and a discharge chute which terminates in a flip bucket for energy disipation. A 1,600 foot wide ungated emergency spillway was constructed in a saddle near the right abutment of the dam. *and harmonious to the adjacent terrain.*

Jury Comments:

This broad engineering project accomplished balance with the environment. The design is simple and harmonious with the adjacent terrain.

The great benefits of this flood control project are not only significant during emergencies but are also expandable into great public recreational values throughout the year.



award of merit



miller-Sweeney bridge

Alameda County, California

Design: McCleary-Koretsky International, San Francisco

Supervision: San Francisco District

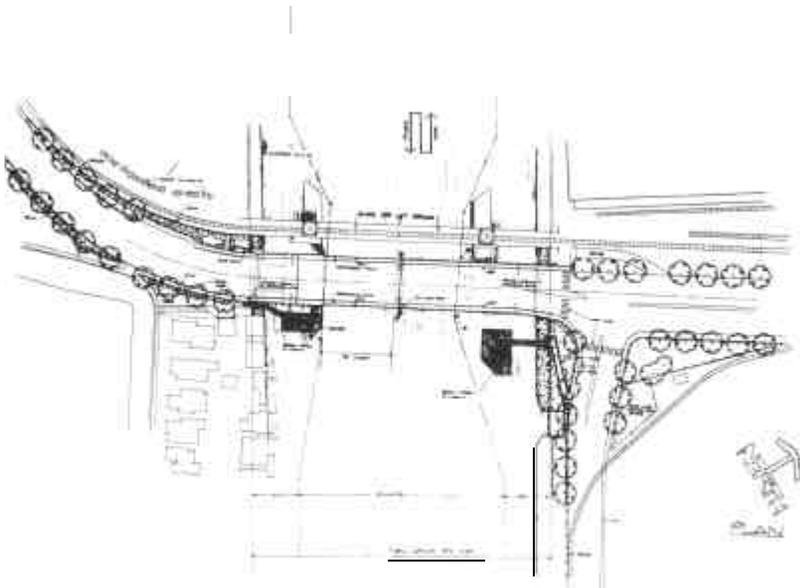
This new bridge crossing a tidal canal to connect two cities, was designed as a double-leaf orthotropic deck plate structure to carry four lanes of vehicular traffic with railed sidewalks for pedestrians and bicyclists, and ramped platforms for public recreational use. It was built as a single span bascule leaf to meet future waterborne traffic needs. Design considerations leading to the selected facility were: the growing residential and industrial urban areas served; the adjacent railroad lift bridge; vehicular traffic volume; pedestrian and bicycle traffic; existing conventional truss-type bascule bridge estuary crossings; recreational and commercial waterborne traffic, dictating minimal estuary blockage during construction, and requiring an expandable structure; quick opening and closing to

minimize surface traffic interruption; a surveillance system for location in a seismically-active region; and structural stability for additional channel dredging.

Jury Comments:

Members of the jury spoke very favorably of this elegant and challenging engineering solution for this highway crossing of a navigable stream. It is evident that the design was handled with great care. Difficult traffic and foundation problems were encountered in completing the design.

The design contemplates future expansion by anticipating a second bascule span when increased water traffic requires it.



*1974 landscape architectural
design awards*

Awards of Merit

Wynoochee Lake Restoration and
Recreation Project
Washington

Virginia Key
Florida Beach Erosion Control Project
Colonel Crawford Recreation Area
Pennsylvania

biographies of jurors

EDWARD D. STONE, JR., FASLA

His firm, Edward D. Stone, Jr. & Associates, employs some 50 professional and technical people, and has received numerous awards for design excellence. Home office in Fort Lauderdale, Florida! with satellites in New York, South Carolina, and California; the firm is engaged throughout the United States and abroad. A Bachelor's degree in Architecture from Yale and a Master of Landscape Architecture from Harvard. Discharged from U.S. Air Force as a Captain in 1957. Served as consultant to the First Lady's Committee for a More Beautiful National Capital; and the Florida Governor's Conference on Environmental Quality. Commission of Fine Arts in Washington, D.C. for four years, 1971- . Registered professional landscape architect in 15 states. Visiting critic and lecturer at universities of Florida, Michigan, and Illinois.

ELDRIDGE LOVELACE, FASLA

Partner, Harland Bartholomew and Associates, in charge of St. Louis and Chicago offices. directing staff of 40 in a wide variety of comprehensive plans throughout the United States and abroad. The firm has received numerous national design awards. Received Bachelor's degree in landscape architecture with honors from University of Illinois. A fellow of the American Society of Civil Engineers. A member of: Grand Council, International Federation of Landscape Architects; American Institute of Planners; American Institute of Consulting Engineers; National Society of Professional Engineers. A licensed professional: landscape, architect, engineer, and planner. Author of more than 20 articles appearing in professional and popular publications relating to the improvement of the urban and rural environment.

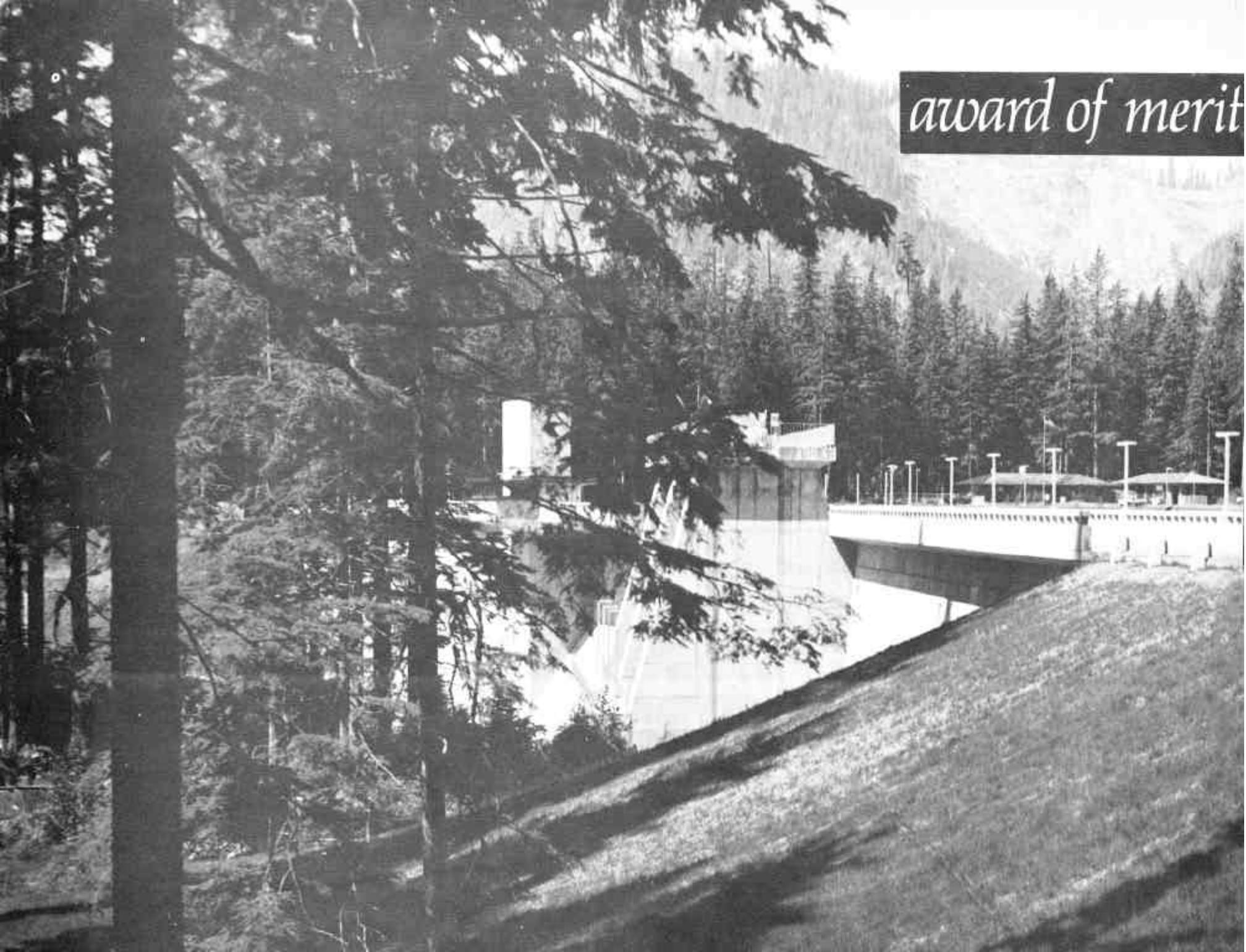
OWEN H. PETERS, FASLA (Fellow, American Society of Landscape Architects)

President of the American Society of Landscape Architects. Principal in the Pasadena firm of Eriksson Peters & Thorns, Landscape Architects. recipient of several national awards and engaged in projects across the continent and abroad. Has served as design instructor at California State Polytechnic University. A licensed professional landscape architect. Bachelor's degree in Landscape Architecture from Iowa State University. Visiting lecturer and critic at universities of Iowa, Illinois, Georgia, and California.

Mr. Stone Gen. Raymond Mr. Lovelace Mr. Peters Chairman of Panel



award of merit



wynoochee lake restoration and recreation project

Wynoochee River, Washington

Design: Seattle District

The project is located on the Wynoochee River within the Olympic National Forest. The area has exceptional scenic qualities. Steep topography, rushing mountain streams, and lush moss-draped forests characterize this dramatic setting.

The project provides a visitor center and rest stop, parking area, picnic area, and walks and trails.

Major features of the project are: a dramatic cliff-side overlook/visitor center; a spectacular steep walled gorge; lush coastal vegetation; and the Wynoochee Lake Dam which is in itself an attractive structure.

Jurors Comments:

This project deserves an Award of Merit for the following reasons:

- 1. There has been a great deal of care taken to minimize the intrusion of the man made elements (preservation has been painstakingly done) and preserve the maximum amount of vegetation;*
- 2. The dramatic siting of the visitor center affords exciting views of the dam, the gorge, and downstream. It is assumed the proximity of the bridge, which interrupts the downstream view, was beyond the control of this project;*
- 3. The parking and arrival have been well handled to minimize their visual impact yet give the visitor an easily comprehended access to the visitor center;*

4. The building forms and materials are appropriate to their functions and to the geographic region. Some of the detailing, such as that of the railing, is good;

5. The project was very well presented.

6. Extensive use has been made of native plant materials. In 5 years the entire site should blend well with its surroundings.

7. The taxpayer has been well served by the production of a handsome and useful facility at a very reasonable cost.



award of merit



virginia key

Florida Beach Erosion Control Project

Design: Jacksonville District

Virginia Key is a barrier island fronting the Atlantic Ocean south of Miami Beach and immediately north of Key Biscayne. The Key is separated from the mainland by Biscayne Bay, a shallow body of water 3 to 9 miles wide.

Virginia Key is one of the primary recreational areas for metropolitan Dade County.

The purpose of this project is to stabilize and maintain 1.3 miles of ocean beach along the publicly owned frontage of Virginia Key.

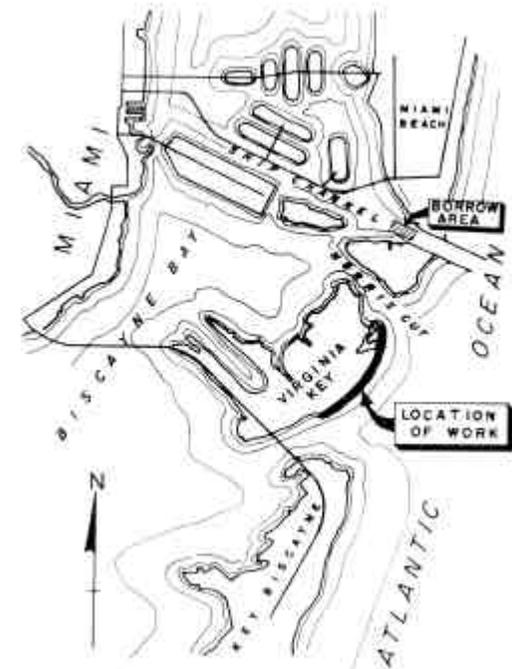
Strong along shore ocean currents had eroded the Virginia Key ocean shore to such an extent the beach was non-existent. Trees were washed away and the sand was shoaling navigation channels.

Twelve permeable stone groins and one impermeable groin were designed and constructed in such a way as to solve a unique problem. Where the littoral current was moving material south, the permeable groins were placed to retard this movement, yet allow enough sand to pass through the groins to nourish the beach. To block movement of sand to the north the impermeable groin was constructed. Although a sand borrow source near offshore was initially planned, a project to deepen nearby Miami harbor coincided in time with this project and sand normally destined for a spoil area was pumped to Virginia Key Beach. This resulted in an economy and avoided disruption of marine life.

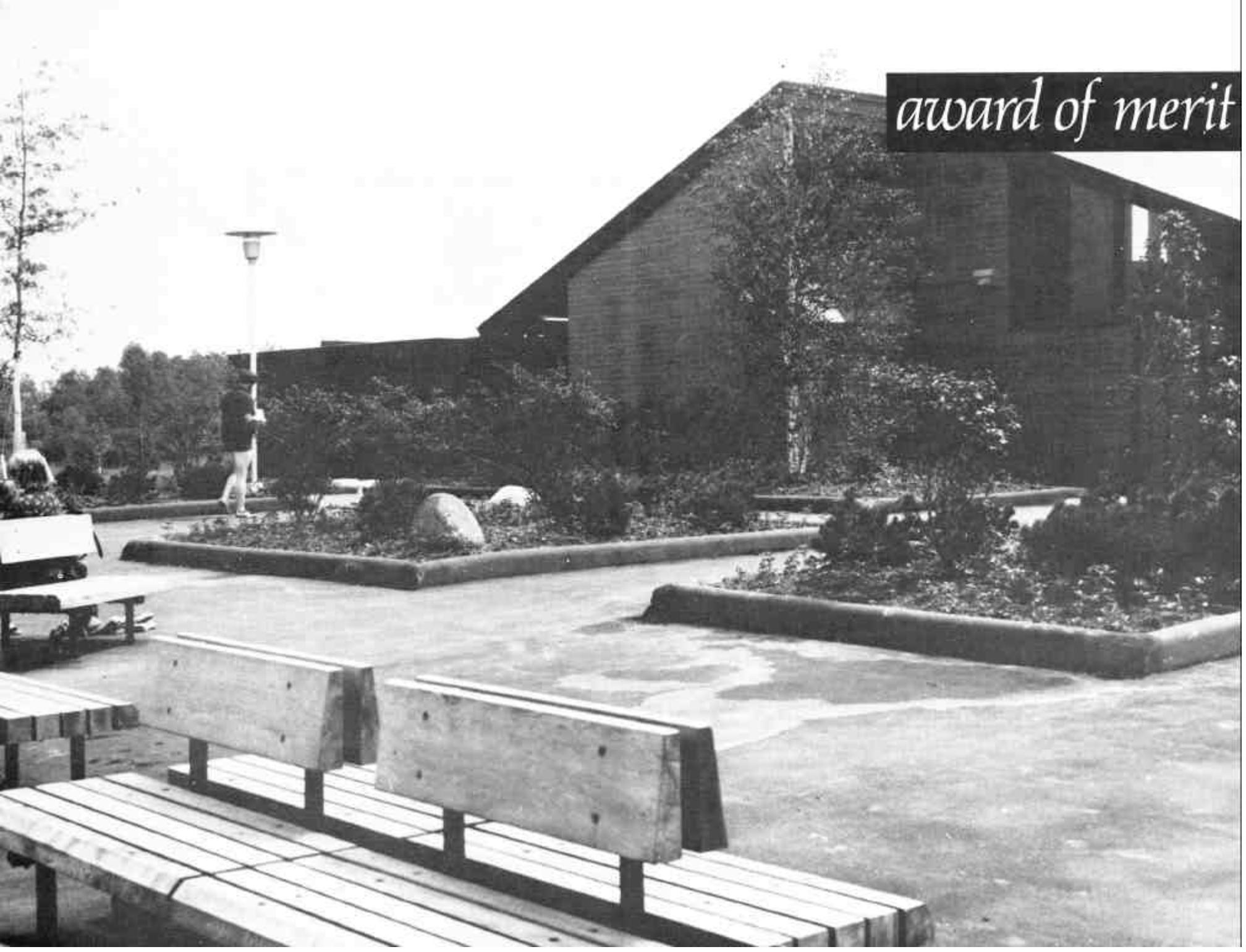
Jurors Comments:

The Jury gave an Award of Merit to this project because:

- 1. It provided a beautiful and useful recreation facility in a major metropolitan area and replaced and eliminated a bad erosion problem in the process;*
- 2. It combined two projects using waste from one to create benefits on the other;*
- 3. It used natural materials;*
- 4. It preserved and protected native plant materials and environmental features;*
- 5. It provided 1.3 miles of beach at a most reasonable cost \$1,174,500; and*
- 6. It was clearly, simply and effectively presented.*



award of merit



colonel Crawford recreation area

Woodcock Creek Lake, Pennsylvania

Design: Pittsburgh District

This project is located on 332 acre Woodcock Creek Lake near Saegertown, Crawford County, Pennsylvania. It has a recreational area containing facilities for camping, swimming, picnicking, boat launching, hiking, nature studies, and fishing access. Because of the high visitation anticipated within the limited area, it was necessary to design the area to separate the activities in order to maintain a pleasant environment.

Jurors Comments:

The jury feels this development deserves an Award of Merit for the following reasons:

- 1. The natural beauty of the site was recognized and the area was developed for the least possible intrusion;*
- 2. The road system was well integrated into the site and well-related to the use areas they serve;*
- 3. The parking lots are unobtrusive;*
- 4. The design of the buildings and the use of materials relate well to the surroundings;*
- 5. Native plant materials were used to complement the existing vegetation;*
- 6. The project was accomplished at a cost below target cost.*



1974 architectural design awards

Honor Award

Addition to Officers' Open Mess
Presidio of San Francisco, California

Awards of Merit

Cross Lake Ranger Station
Crow Wing County, Minnesota

Base Chapel
Peterson Field, Colorado

Overlook Structure, Santa Rosa Wash
Project

Tat Momolikot Dam,
Papago Indian Reservation, Arizona

biographies of jurors

ARCHIBALD C. ROGERS, FAIA

Mr. Rogers, the 1974 President of the American Institute of Architects (AIA), is chairman of the board of RTKL Associates, Inc., a Baltimore based architecture and planning firm. He has served the AIA in many capacities on both the national and local level. As chairman of the National Policy Task Force, he played a key role in the development of recommendations to establish and implement a national policy for urban growth and land development. Mr. Rogers has served on several AIA awards juries and was president of the Baltimore chapter in 1958. He was named a Fellow of the Institute (FAIA) in 1967.

In private practice Mr. Rogers has multiple interests. In addition to design of individual structures, his firm is involved with community design, new towns, systems design and transportation. His development of highway planning guidelines led to the creation of the Urban Design Concept Team for Baltimore's expressway system.

Mr. Rogers holds a Bachelor of Arts and a Master of Fine Arts in Architecture from Princeton University. He has served as chairman of several symposia focusing on Soviet-American, Indian-American and Israeli-American architecture and design. He has been a visiting lecturer at the Virginia Theological Seminary in Alexandria, Virginia and is a trustee of Princeton University. In addition to serving as a member of the Governor's Council on the Arts in Maryland, Mr. Rogers has been active in numerous community affairs and has held positions in many county and state organizations.

Mr. Rogers Chairman of Panel



Mr. Weese



Mr. Ford

HARRY M. WEESE, FAIA

Mr. Weese is a Chicago, Illinois architect and planner involved in community facilities, transit, housing and urban design in the United States and abroad. A graduate of Massachusetts Institute of Technology, Mr. Weese also studied at Yale University and Cranbrook Academy. Prior to establishing his own practice in 1947 he served as an engineering officer in the U.S. Navy and was a designer for Skidmore, Owings and Merrill. His firm has been commended numerous times for design excellence, having won American Institute of Architects (AIA) National Honor Awards for the Milwaukee Performing Arts Center, the Time and Life Building in Chicago and the Restoration of the Adler-Sullivan Auditorium Theatre in Chicago. His design for the United States Courthouse Annex in Chicago won an Honor Award in the General Services Administration First Biennial Design Awards program. Active in civic and professional activities, Mr. Weese is chairman of the AIA Task Force on Rebuilding the City, is a member of the Federal Reserve System, Board of Governors, Architectural Review Panel, is a member of the Task Force on Federal Architecture, National Endowment for the Arts and serves on many other committees and panels. He is a registered architect in 24 states and the District of Columbia.

O'NEIL FORD, FAIA

A principal in the firm of Ford, Powell, and Carson Architects and Planners, Inc., Mr. Ford centers his practice of architecture in San Antonio, Texas, but his projects extend throughout the United States and abroad. Prior to establishing his practice in 1936, Mr. Ford attended North Texas State College and gained experience in architecture and planning in Texas, Georgia and Washington, DC. In 1952 he was Visiting Professor of Architecture at Harvard University and has lectured at major universities throughout the United States, England and Scotland. His design credits include a broad range of commercial, educational, residential, religious and industrial projects including the Tower of the Americas in San Antonio, site and concept plan for the University of Texas at San Antonio, master planning of Tanglewood Resort, Lake Texoma, Texas, and a Hotel, Beach Club and Restaurant in Lima, Peru. In 1963 Rice University presented Mr. Ford with a "Peoples Architect" medal, one of six such awards given to American architects. Southern Methodist University awarded an Honorary Doctor of Humane Letter to Mr. Ford in 1973. He was elevated to fellowship in the American Institute of Architects in 1973 and has served on many professional and civic committees. In addition to serving as a juror in two previous Chief of Engineers Design Awards Competition, Mr. Ford has served on over twenty-five other awards juries, panels and professional design selection boards. His designs have been featured in over thirty-two publications.

honor award



addition to officers open mess

Presidio of San Francisco, California Design: Robert B. Wong, AIA San Francisco, California Supervision: Sacramento District

In order to maintain the integrity of the original structure, which is the oldest adobe building in San Francisco, built in 1776 and designated as a National Historical Site, the architect worked closely with the local Historical Society during design and construction. It was decided that the most suitable design would be an addition constructed in a contemporary manner, recalling the design, color, texture and appearance of the existing building. The addition was sited to the rear of the existing building, providing adequate space for the new banquet ballroom. The bar/lounge was located above the roof of the existing building to furnish a magnificent view of San Francisco Bay. The banquet/ballroom seats approximately 456 for dinner shows and allows flexibility in the use of the facilities. Automatically operated folding partitions divide the large space into two or three smaller areas accommodating various sized groups. Each of the smaller spaces has access to a landscaped outdoor area. Food and bar service can be provided for any of the divided areas without interrupting functions in the other spaces. The structural system satisfies a requirement for complete freedom of architectural expression at the first and second floors. Clear spans are provided by reinforced concrete post tensioned girders at the second floor and by gabled steel beam and truss roof framing. Efficient mechanical distribution was made possible by suspending the mechanical room between the first floor ceiling and the second floor. The primary materials used on the exterior of the building are stucco and mission tile to match elements of the original adobe structure.

Jurors Comments:

The jury appreciated the good judgment of the architect and the Corps of Engineers in sensing the importance of preserving and enhancing the original building. The design of the new addition is not only a most sensitive solution to this important objective, it also incorporates spaces that function well and that are obviously inviting to the user. The architect has forgone the opportunity to make a statement intended to satisfy his ego. The jury salutes the Corps and the architect for their excellence in recycling an important historical building.



BUILDING SECTIONS



award of merit



overlook structure, santa rosa wash project

Tat Momolikot Dam, Papago Indian Reservation, Arizona
Design: Los Angeles District

The site was selected to provide an overview of the dam and related points of interest. The structure utilizes color, material selection, texture and form to relate it to the surrounding Sonoran Desert environment. To minimize damage to the hillside, the contractor was required to construct a tramway utilizing railroad ties, rails and an ore car, similar to those used in mining operations. This tramway extended from the foot of the hill to the site of the structure.

Jurors Comments:

The jury was pleased that this fine rough site was not surmounted by a slick and formal structure. They felt there need be no apology for a strong approval of this romantic, sculptured structure in the desert. It is commendable that the land and the sky can be seen through the structure.



award of merit



base chapel

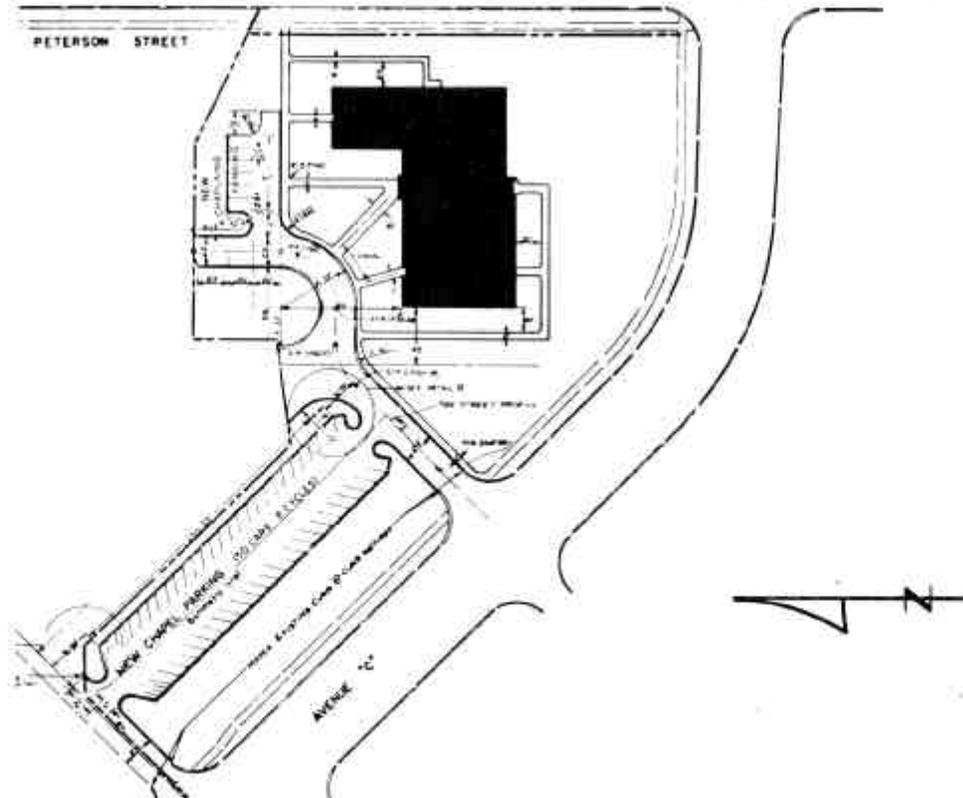
Peterson Field, Colorado

Design: Muir and Young, Architects, Colorado Springs, Colorado Supervision: Omaha District

Program requirements called for a non-denominational chapel that would be compatible for individual denominational services of the Protestant, Catholic or Jewish faiths. The basic floor plan reflects years of experience the Air Force has had with multi-use chapels. The design is compatible with the new architectural vocabulary at Peterson Field. The chapel enjoys a prominent view from its vantage point on the base. The exterior materials of brick and copper are expressed in a clean, straightforward manner. Glu-laminated beams and wood decking are the prime materials expressed in the interior, with the wood decking extending behind the altar or chancel area. Stained glass is used in the chapel. Railings, pulpits, and accessory items were related to the wood beams and decking.

Jurors Comments:

It is pleasant to see a building that visibly employs but two materials: brick and copper roofing. Its simplicity is refreshing in these times of sporty religious buildings. The jurors considered the exterior massing to be expressive of interior spaces, however, they were disappointed with the traditional approach to interior finishes and detailing. They were pleased with the modest scale, low key but strong presence, simple plan arrangement and the use of permanent materials that will grow old gracefully.



award of merit

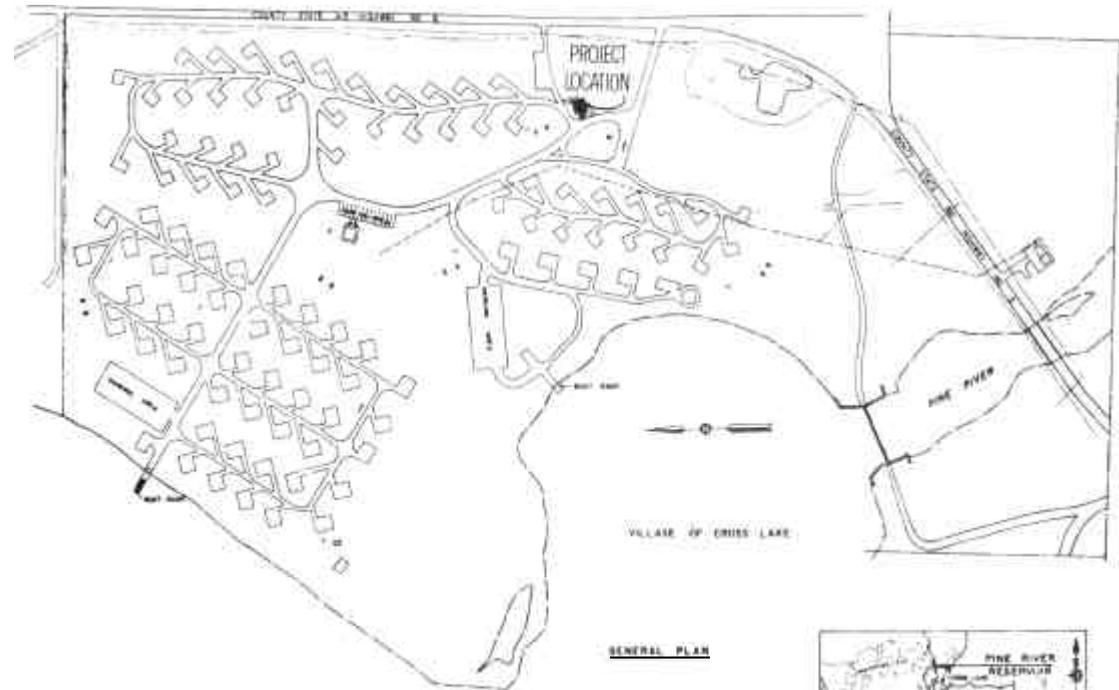


cross lake ranger station

Crow Wing County, Minnesota

Design: St. Paul District

The building was designed to serve as an operating center for a ranger controlling a campground. The siting was important in order to allow a clear line of sight for incoming traffic, to permit close proximity to entrance and exit roads, to provide waiting areas and telephones for prospective campers, and to take advantage of the natural attraction of the wooded site. Trees near the building were not harmed by foundation excavation because an expanded edge slab was sufficient. Wood structural and finish materials were used extensively to take advantage of its natural appearance on the forested site. Rough cedar siding was used both on the exterior and interior walls and cedar shakes were used for roofing. These natural materials in combination with earth toned slabs and walkways, and large glass areas enable visitors and rangers to relate well to interior and exterior environments. The building provides two public entrances and is subdivided into a private office and a public area with counter and display space.



GENERAL PLAN

Jurors Comments:

The campground building is a welcome example of siting a building in a fine, lush forest area while keeping the building subordinated to its surroundings. It is not an imposing structure and that is most fortunate as the trees and landscape dominate the whole composition.

