Flaming Geyser Bridge

King County, Washington

Tim Hill
King County Executive

Department of Public Works
Paul Tanaka, Director

Roads and Engineering Division
Louis J. Haff, County Road Engineer
Bill Vlcek, Manager, Engineering Services Section
Mike Gillespie, Acting Design Engineer
Jerry Dahl, Acting Manager, Construction Services Unit
Wallace Ip, Bridge Engineer
Mark Madden, Acting Traific Engineer
Bill Hoffman, Manager, Transportation Planning Section
Rod Matsuno, Acting Maintenance Engineer
Dave Crippen, Supervising Engineer
Larry Bishop, Materials Engineer
Bill Davies, Project Engineer
Glenda Phillips, Field Engineer

King County Council

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Representative Christopher Vance

Washington State Parks and Recreation Commission

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Tom France, Assistant Director	Queenie H. Allado
Kris Kauffman, Chief Engineer	Glenna S. Hall
Arnie Larson, Design Engineer	Bruce W. Hilyer
Frank Ray, Landscape Architect	Bob Petersen
	Anne Cox Preecs
	Jack Shreve

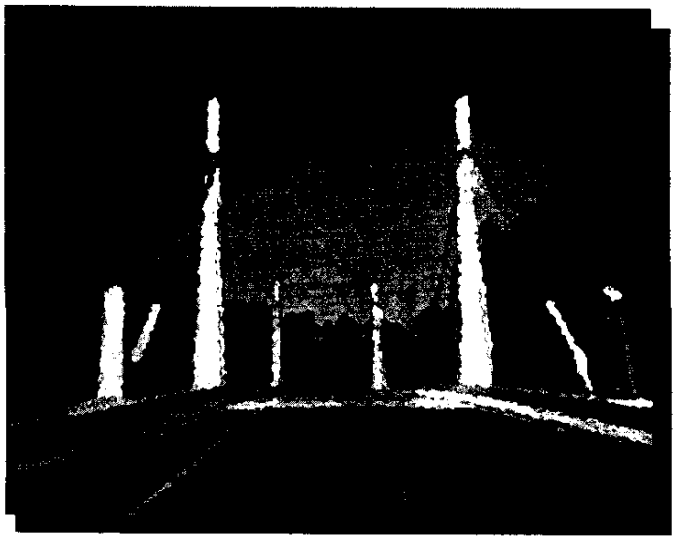
Dedication

The Flaming Geyser Bridge is dedicated to the people of Washington State and King County, to the indigenous people of this area whose roots and lives were intertwined with the life of the Green River, to the people today who come to the river and find peace and renewed life in the sparkling waters, and to those whose vision inspired the creation and construction of the new Flaming Geyser Bridge.

FLAMING GEYSER BRIDGE

Dedication Ceremony
July 23, 1992
11:00 a.m.

Green River Gorge State Park
Flaming Geyser Recreation Area
King County, Washington



Flaming Geyser Bridge

The recently constructed Flaming Geyser Bridge crossing the Green River is located in the 519 acre Flaming Geyser Recreation Area of the Green River Gorge State Park about six miles south of Black Diamond in southeast King County. Annually 500,000 visitors use the area's resources. On some weekends, the recreation area attracts more than 11,000 visitors.

Until recently, a narrow winding road and bridge served as access to the park. The one-lane 16'10" wide bridge was first constructed in 1912 and moved to that site in 1938. It was a Pratt Truss with a clear span of 133' and a 167' wood trestle approach constructed at about an 8 percent grace.

In recent years the old bridge (removed in the Spring of 1992) began to show signs that it could not keep up with the growing demands of park usage. In its last years it was carrying an average of 127,000 vehicles into the park each year. An average of six vehicle accidents occurred on the bridge annually. And, in 1983, when the decision was made to rebuild the bridge, it was concluded that a safer and more appropriate access to the growing urban park was needed.

In 1983, the King County Design Commission selected the bridge design team. The design/engineering team consisted of an engineer, an architect, a landscape architect and an artist/sculptor. The team was charged with the task of developing a proposal to improve both the bridge and the roadway as a single unit.

The challenge was unique: the final bridge design was to clear span the river, meet all county and state design standards, enhance and complement the park, separate vehicles from pedestrians, be in scale with the park, provide a strong link to tie both sides of the river, keep construction costs within reason while considering the aesthetics of the site and the long range master plan for the park.

The completed design and construction features a cable-stayed bridge (some say the shortest in the world) with a 230' main span and end spans of 66'. The 34' two-lane roadway surface is wide enough to serve bicycling enthusiasts and 5' sidewalks on both sides are provided for pedestrians. Bridge placement and steps allow easy access to the Green River. The symmetrical towers at each side of the river are cast-in-place concrete topped with stainless steel towers. The one-half mile winding landscaped approach road on a new alignment and stainless steel towers provide a suitable and dramatic gateway entry to the meadow and the park.

The Flaming Geyser Recreation Area is a local favorite and will continue to attract visitors, particularly those interested in participating in water-related recreational activities: rafting, swimming, canoeing, kayaking, and fishing. All who come to the area will appreciate how the new bridge contributes to the enjoyment of this natural outdoor setting.

Flaming Geyser Bridge

Dedication Ceremony

Thursday, July 23, 1992
11:00 a.m.

Master of Ceremonies	Louis J. Haff, P.E. County Road Engineer
Remarks	Tim Hill King County Executive
	Pam Roach State Senator, 31st District
	Bruce Hilyer Washington State Parks Commissioner
Ribbon Cutting	

The Flaming Geyser Bridge

The completion of the Flaming Geyser Bridge marks the completion of the sixth in a series of six bridges crossing the Green River that have been rebuilt or replaced in recent years. The Foster Bridge (56th Avenue South) in Tukwila was completed in 1985. It was a new bridge replacing one that collapsed in 1980. The Interurban Bridge (115th South Street) Tukwila was completed in 1989. It was a new structure replacing an old substandard structure. The Green River Bridge (83rd Avenue South) in Kent was a new structure completed in the summer of 1991. The Whitney Bridge west of the Flaming Geyser Recreation Area was also a new bridge completed in 1991. The Green River Gorge Bridge, a reconstruction of an historically important bridge, was open to traffic in October 1991.

Design Team

Victor O. Gray and Company
Entranco Engineers
The Hastings Group
Richard Haag and Associates
George Tsutakawa
Hart, Crowser and Associates
Shapiro and Associates

Construction Contractor

Structures Inc.
Cost, $2,833,000

Refreshments are provided compliments of Entranco Engineers.