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Award-winning papers in 2015

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Award-winning papers in 2015

Papers published in *Bridge Engineering* are eligible for awards from the Institution of Civil Engineers. Papers from any of the ICE journals can be nominated for several awards. In addition, each journal has awards dedicated to their specific subject area.

On Friday 7 October 2016, ICE president John Armitt presented awards to the following papers published in *Bridge Engineering* in 2015. The editorial panel nominated their best papers and an awards committee chaired by Nigel Wright allocated the awards.

John Henry Garood King Prize

The John Henry Garood King Prize, awarded to the best paper on tunnels, soil mechanics or bridges, was awarded to Gazzola *et al*. (2015).

Abstract

The MediaCityUK Footbridge is an asymmetric, cable-stayed, swing bridge providing pedestrian access into the heart of the new MediaCityUK development in Salford Quays. This paper examines visual and structural aspects of this contemporary and unique 100 m long moving footbridge spanning over the Manchester Ship Canal. The paper describes how the footbridge has been designed to respond to and overcome the conflicts of aspirations, access requirements and challenging geometrical constraints of its location. Key structural design challenges are discussed, and the paper describes how these were overcome to provide a spectacular southern pedestrian gateway to the MediaCityUK development in Salford Quays. The bridge also addresses anticipated future development at Trafford Wharf to the south of the Manchester Ship Canal and in conjunction with the existing Lowry Bridge enhances pedestrian links for the area as a whole, celebrating the heritage of the Manchester Ship Canal as a living amenity.

Fabio Gazzola, Steve Thompson and Peter Curran winners of the John Henry Garood King Prize, with ICE president, John Armitt

Mokshagundam Visvesvaraya Prize

The Mokshagundam Visvesvaraya Prize, awarded to the best paper on projects undertaken outside the UK, was awarded to Zhang *et al*. (2015).

Abstract

The Taizhou Yangtze River Bridge in China is a triple-pylon suspension bridge with double main spans of 1080 m; it is the world's first triple-pylon suspension bridge with double main spans larger than 1000 m. This paper presents the general design feature and innovation, global static analysis and construction of the main channel bridge, including the introduction of the general behaviour of a triple-pylon suspension bridge, the foundation and block of anchorages, foundation and shaft of pylons, steel box girder, main cable, cable band, main cable saddle, splay saddle, as well as the friction factor experiment between the main cable and main saddle.

REFERENCES

Gazzola F, Thompson S and Curran P (2015) MediaCityUK Footbridge, Salford, UK. *Proceedings of the Institution of Civil Engineers – Bridge Engineering* **168(2)**: 81–97, http://dx.doi.org/10.1680/bren.13.00032.

Zhang M, Wan T and Wang Y (2015) Design and static analysis of the Taizhou Yangtze River Bridge, China. *Proceedings of the Institution of Civil Engineers – Bridge Engineering* **168(1)**: 52–63, http://dx.doi.org/10.1680/bren.12.00017.