Bixby Creek Bridge

MOST-VISITED

Brief	Information	Guiding
Completed in 1932 for just over $200,000, the concrete span, one of the highest bridges of its kind in the world, soars 79 meters (260 ft) above the bottom of a steep canyon carved by Bixby Creek. One look at the canyon's steep and crumbling cliffs, and it's obvious that building the bridge wasn't exactly a cakewalk. See more: https://en.wikipedia.org/wiki/Bixby_Creek_Bridge/	- Country : USA - Height : 85m - Length : 218m - Year Built : 1932 - Number of visit per year:847.147	Nearest Airport : - General Mariano Escobedo International Airport - Monterrey International Airport Nearest Bus station: - Crossroad Shopping Center - Rio Rd / Carmel Center Pl

The Bixby Creek Bridge, also known as the Bixby Canyon Bridge, on California's Big Sur coast, is one of the most photographed bridges in California due to its aesthetic design, 'graceful architecture, and magnificent setting.'. This is an arch bridge with reinforced concrete openings. The bridge is 120 miles (190 km) south of San Francisco and 13 miles (21 km) south of Carmel in Monterey County on Highway 1.

History of Bixby Creek Bridge

When the bridge was inaugurated in 1932, residents of the Big Sur area had almost no power during the winter, congesting the often impassable Old Coast Road leading to the mainland 11 (18 km). The bridge was built with a budget of $199,861 (equivalent to $3.16 million in 2020) and at 360 feet (110 m), is the longest concrete arch span in the California State Highway System. When it was completed, it was the tallest spanned arch bridge in the world, 45 and it remains one of the tallest.

The areas north and south of the bridge were privately owned until 1988 and 2001. An approved logging company harvested redwood on the former Bixby Farm north in 1986 and in 2000, a developer was approved to divide the old Brazilian Farm into the South. Local residents and conservationists resisted their plans, and both pieces of land were eventually acquired by local and federal government agencies. The $20 million anti-seismic retrofit was completed in 1996, although its 24-foot (7.3 m) width does not meet modern standards that require it to be 32 feet wide. (9.8m).

The bridge has a total length of 714 feet (218 m) and a width of 24 feet (7.3 m), with a clearance of 260 feet (79 m) and the main span of 360 feet (110 m), accounting for 50% of the total. the total area of the roadbed above the arch. The arches are 5 feet at the deck and 9 feet at the spring line, where they connect to the towers at the base. The palate is wide. The bridge is designed to withstand six times the expected load. Two large, upright, or supporting pillars on either side of the arch, while aesthetically beautiful, are not functionally necessary. The engineers of later arch bridges such as the Frederick W. Panhorst Bridge removed them from the design. The Rocky Creek Bridge and the Malpaso Creek Bridge to the north are also gap arch bridges constructed of reinforced concrete.

State engineers considered two options for crossing the creek, an inland route and a smaller bridge, or a coastal location and a larger bridge. The inland route would require an 890-foot (270 m) tunnel that cuts through the Santa Lucia Mountains to a 250-foot (76 m) bridge upstream. Engineers chose the coastal route because it is safer, more beautiful, and has the least impact on the environment.

California highway engineer CH Purcell and bridge designer FW Panhorst considered whether to build the span of the bridge in steel or concrete. A steel bridge will be more expensive to build and maintain, as sea air will require costly ongoing maintenance and painting. A steel bridge is also less suitable for the natural environment. Using sect reduces material costs and allows for more pay out of the total cost to workers, which was a positive aspect of Recession design. They chose concrete in part because it not only reduces construction and maintenance costs, but also enhances the color and composition of the natural stone partitions in the area. The state awarded the $203,334 contract to the lower bidder, the San Francisco Ward Engineering Company, on August 13, 1931. Construction work began on August 24, 1931.

Scenic spots

The bridge contributes to Highway 1's scenic attraction. The 72-mile (116 km) stretch of highway from Cambria to the Carmel Plateau is the In 1966, First Lady Lady Bird Johnson led the formal ceremony to designate the scenic route at Bixby Creek Bridge..

Map Location