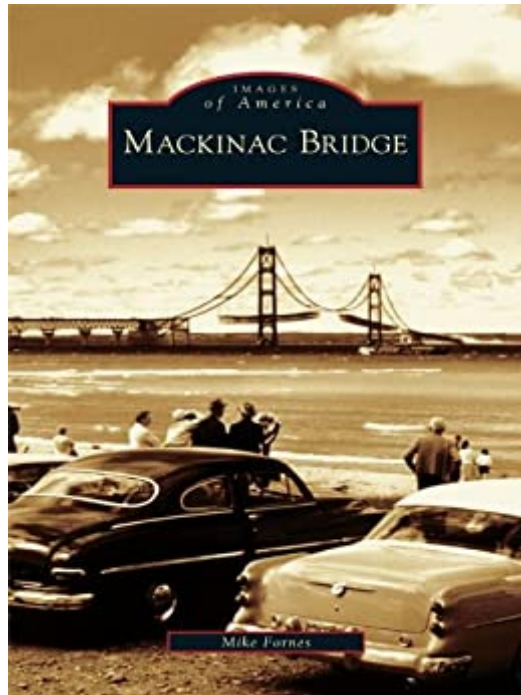




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# Mackinac Bridge (Images Of America)



## Synopsis

On November 1, 1957, traffic officially opened on the Mackinac Bridge. That was the culmination of 70 years of talking and dreaming about a bridge across the Straits of Mackinac, of discouraging attempts for legislative and congressional approval, of efforts to raise the funds, and finally of a three-year construction program necessary for the world's longest and costliest (to date) suspension bridge. Michigan's greatest symbol is expertly maintained, fully funded, and amazingly resilient to the many forces and factors of man and nature that have failed to seriously affect its status as the lone highway link between Michigan's two main peninsulas. The "miracle bridge" at the Straits of Mackinac truly allows a view that epitomizes the state motto of Michigan, *Si quaeris peninsulam amoenam, circumspice*, or "If you seek a pleasant peninsula, look about you."

## Book Information

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## Customer Reviews

I just returned from vacation in Mackinaw City where I photographed the bridge from various angles, from both the lakes and the southern shore. The guided boat tour under the bridge was narrated by

the book's author Mike Fornes. A fascinating bridge, and a very interesting book covering it's history and construction. Mike Fornes is very knowledgeable and informative.

Very informative about the planning and building of the bridge and includes a lot of black and white photos taken during various building stages. Since I live in lower Michigan and have crossed the bridge several times on the way to Canada, I found this book very interesting. I first read it on my Kindle but then ordered it from in book form.

Love the Mackinac Bridge and love to read about it. An excellent book for all of the information you need!

Great info/.interesting reading

Arcadia Press, the publisher of "Mackinac Bridge" specializes in historical photo-essay books on American locations or events that might otherwise be neglected or forgotten. Some of its 4,000 titles include "Chicago's State Street Christmas Parade," "Aviators in Early Hollywood," and "The 1938 Hurricane along New England's Coast." "Mackinac Bridge" can be read with pleasure by those who are interested in Michigan history, most especially by those of us who have crossed the 'Mighty Mac' or have admired its stunning profile from one of the ferries that shuttle back and forth to Mackinac Island. Back before this suspension bridge was built, ferries were the only mode of travel between Michigan's Upper and Lower Peninsulas. A couple of the photographs in this book show parking lots full of cars waiting for a ferry. During peak travel weekends such as Memorial Day or during the firearm deer hunting season, waiting times could be as much as 24 hours to make the crossing. Most of this book's photographs and text are devoted to the actual construction of the Mackinac Bridge across the five mile strait of open water between Lakes Huron and Michigan. It was completed on time, on budget, and with private financing between the years of 1954 to 1957. Five lives were lost during the construction of the bridge, the first casualty being a hardhat diver. "Since opening to traffic in 1957, the Mackinac Bridge has seen much more than the millions of vehicles that have crossed the five-mile span. America's longest suspension bridge has withstood gale-force winds, the pressure of crushing ice floes, and blinding snowstorms. It has been repeatedly struck by lightning and hit by an airplane and a ship--yet still stands as perhaps the safest five miles of Interstate 75." Tribute is rightly paid to Dr. David B. Steinman, who was named as consulting engineer for the Mackinac Bridge in 1953. As well as overseeing the construction of

Mighty Mac, he also wrote several books and poems about his favorite bridge, including the following verse: "There it spans the miles of water,/ Speeding millions on their way -/ Bridge of vision, hope and courage,/ Portal to a brighter day."

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This was an interesting book on the history of this remarkable feat. The engineering that went into this is truly awesome as was the work of the men who built the structure. And the historical pics are great.

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