

if they have confidence in the performance and integrity of their governmental agencies.

The average motorist in Washington was paying more to insure his car than he was paying to build and maintain the roads on which his car was running. He became convinced that people are willing to sponsor a self-help program and pay for their roads, streets and highways on a pay-as-you-go basis.

"During the many legislative hearings, and the discussions with colleagues in the Legislature, it became apparent that we would have to take some firm action or our cities would be choked," Lawmaker Leland added. "It is much as Senator Al Henry, chairman of our legislative committee, said: 'Without highways we will have no progress.'"

The Urban Arterial Board, charged with the responsibility of distributing the huge funding program, is composed of 13 government leaders throughout Washington. The chairman is the assistant director of highways for management services, now William A. Bulley of the Department of Highways. The board includes county and city engineers, administrative engineers, mayors and county commissioners. Appointments are made by the Washington State Highway Commission.

After establishing basic ground rules, determining which projects should be constructed, and adopting some jobs already in the design stage, the Urban Arterial Board now expects a speed-up in its construction activities as it begins its second year of operation.

Legislators, too, are taking a close look at the board, its operation and its projects. Five hearings

were held by the Joint Committee on Highways throughout major centers in the state to study the present progress. In some areas, the program is tooled for action and set to shift into high gear. Despite months devoted to organization and study, a number of vital projects already have been finished.

"There are some by-products of the Urban Arterial Program that were unexpected but, indeed are most worthwhile," Leland noted.

These achievements were listed as follows:

1. For the first time in the history of the state, needed transportation facilities are being built on a systems concept. This assures better planning.

2. Funds are assured to finish projects that have been started.

3. Greater degree of cooperation is developing between state, city, and county officials.

4. The cumbersome organization whereby counties are divided into three separate road districts may melt away. King county, largest in the state, has merged its three individual districts in order to provide overall, county-wide planning and building.

It is little wonder, with the accelerated highway construction program, Washington's Urban Arterial Program is being studied closely by other states. Mobility is the key. And, within six to eight years, it is believed that the \$700,000,000 construction catch-up program will provide residents and visitors of Washington State, the greatest integrated state, county and city road program in the nation.

Urban Arterial Board, 1967-1969

W. A. Bulley (Chairman), *Assistant Director of Highways for Management Services and State Aid*

Harry Sprinker, *Chairman, County Road Administration Board*

Ernest Geissler, *Engineer, County Road Administration Board*

W. O. Allen, *County Commissioner, Spokane*

Jean DeSpain, *County Engineer, King*

Jack Rogers, *County Commissioner, Kitsap*

Pat Thomson, *County Engineer, Franklin*

J. D. Braman, *Mayor, Seattle*

John M. Larson, *Mayor, Yakima*

Gilbert Schuster, *City Engineer, Tacoma*

Glen Yake, *City Engineer, Spokane*

Neil R. McKay, *Mayor, Olympia*

Robert E. McCormick, *City Engineer, Bellevue*

Staff

Roger Polzin, *Executive Secretary, Urban Arterial Board*

Joe Thornton, *State Aid Engineer, Department of Highways*

The Pioneering Spirit

Buzz Mattoon

In a day when a diploma is a passport to a job, George Ellsworth Mattoon may well be the last of an "old school." He came up the hard road.

"If I have a single regret in my career," the veteran engineer allowed, "it would be that I never went to college. I think I missed a lot."

Lest this admission be mistaken and placed out of perspective, G. E. (Buzz) Mattoon, as he prefers to sign his name, believes that he is a very lucky guy. And there is little room for doubt, in talking with this earnest, oftentimes intense engineer, that he has found much pleasure along the rough road to success on Washington's highways.

The youngest of nine children, Mattoon learned to

scrap for a spot in the sun very early in life. Many of his lessons have been learned along the road of life, and a few he picked up by studying for three years at night while taking mail-order college courses.

The pioneering, sometimes even impetuous nature of the 50-year-old engineer, seems to come quite naturally as a family trait. His ancestors settled in a part of Illinois that now bears the family name — a city of some 40,000 in the heart of the Land of Lincoln. His grandfather, John P. Mattoon, crossed the country in a covered wagon and arrived at Fort Simcoe in the Yakima Valley 110 years ago.

During the Civil War, Grandfather Mattoon built a log cabin alongside the Yakima River near Sunnyside. The cabin stands to this day although the old and hardened building seems to need the support of an adjoining elm tree to remain upright.

Buzz Mattoon was born in the Lower Naches Valley and graduated from high school there. His father, George L. Mattoon, had been born in the Sunnyside cabin and passed on to his son a deep respect and knowledge of the Yakima Indians and their proud culture. As a young man bouncing between his dad's ranch and nearby communities searching for a career, Buzz Mattoon often stopped to watch his Indian friends trap large salmon in a wicker gate and then set them to dry in the fields.

For a brief period, Mattoon helped with the construction of a dam across the Clearwater River near Lewiston, Idaho. The next job took him to the site of a powerhouse in Joseph, Oregon, and then to the construction of a substation at Union Gap for the Pacific Power and Light Company.

"The depression years were just that," Mattoon recalled. "They were discouraging, depressing and fearful. I had a hunch our company was going to release something like 50 men. One of the luckiest days of my life followed — I was hired by the late Duke Simpson and started to work for the State Highway Department on my birthday in 1931."

As district engineer with headquarters in Yakima, Mattoon today supervises more than 500 employees

Buzz Mattoon and Grandfather's Civil War Cabin



with a great variety of talent. They are spread throughout eight counties in southeast Washington. His district stretches from the summit of Snoqualmie Pass approximately 250 miles eastward to the Idaho boundary.

In the course of his engineering career, Mattoon has worked on projects that involved grading, bridges, oiling, location, maintenance, signing, traffic, drainage, surfacing and even the diplomatic art of dedicating highways. The assignments have taken him and his family to new homes in Yakima, Walla Walla, Wenatchee and Seattle.

"I've had at least 21 different bosses during my years with Highways. . . . and I've learned something from every single one of them," he observed. "Besides, it's hard to know the real problems of a type of job until you have tried it yourself."

Mattoon interrupted his highway career twice — once to work with a private firm about two months and on another occasion to become an assistant engineer with Yakima county. Although both opportunities broadened his engineering knowledge, he maintains a running romance with State Highways.

Four giant projects seem to stand above all others in the more than 35 years Mattoon has served the state department. The North Cross-State Highway, where the construction season is so short that bears sometimes fail to awake from hibernation, offered many challenges in a new rugged frontier. Delays on Interstate 82, particularly over lands held by the Yakima Indian nation, have proven disappointing.

"But the place to build Interstate 82 is through the growing and populous Tri-Cities area of Richland, Kennewick and Pasco rather than Horse Heaven Hills," Mattoon enthused. "That's where the people are and that's the place for the highway, by all means!"

District Engineer Mattoon is also probing problems in connection with two major construction jobs just getting underway. One, the new line for Interstate 90 across Snoqualmie Pass, will remove high-speed traffic from the path of people who park on the mountainous summit to enjoy winter sports.



The other giant project is the Selah Creek Bridge, a \$6,000,000 set of twin spans that will be erected for Interstate 82. They will surpass the graceful Cowlitz River Bridge in Central Lewis County as the longest concrete arch spans in North America.

Buzz Mattoon's nickname is a derivative of his boyhood name, "Buster." He and his wife, Lillian, live in a comfortable ranch-type home which offers a broad, panoramic view of the Yakima Valley. They take great pride in Mattoon's boys from a previous marriage, and Lillian's daughter, Sharon. Jon has attended the University of Washington and will resume his engineering studies at Gonzaga University in Spokane this fall. Randy is a construction foreman with Peter Kiewit & Company in the Yakima Valley.

"I try to counsel my son that if there is any advice I would offer a budding engineer, it would be to obtain a formal education that would include courses in administrative management and public relations.

"One thing about our highway employees," Mattoon continues, "I've found that our people stick together. Perhaps this is because through the years we have never had enough money to build all the highways, provide all the maintenance, safety and beauty that many people would like. Consequently, we are frequently attacked. Yet, there has been great progress and we're doing much better.

"One thing I learned very early is simply this: don't do something unless you enjoy it!"

When Buzz Mattoon talks about highways and bridges, there are stars in his eyes. His love affair for highways will never end.

— by William Dugovich

Five Great Years

"A" for Achievement

A ripple of laughter raced through the audience.

Then the speaker repeated his pledge: "We expect to have traffic moving through Seattle over the new Freeway by the end of 1966."

There was little wonder, however, that the members and guests of the Seattle Chamber of Commerce were moved to a wave of hearty chuckles when Director of Highways Charles G. Prah! addressed them on a Friday noon in May of 1964.

The Department of Highways was in the midst of some of the most challenging engineering problems facing modern roadbuilders. Some projects, such as the much-maligned Echo Lake Highway and the sorely-needed Valley Freeway, were mired in mud. In Seattle, huge concrete cylinders were being pounded into the earth to prevent slides along the Freeway.

Prah! himself, still only seven months in what is considered by many as the "Second Toughest Job in State Government," acknowledged that his prediction of opening the Freeway to traffic within 19 months represented a formidable goal.

"This is an ambitious, extremely tight schedule," he explained, "but we are confident we can achieve this target date despite the fact that we ourselves endure doubts at different times."

Highway engineers, contractors, and suppliers teamed together to accelerate construction. Governor Dan Evans, members of the Legislature, the State Highway Commission and the Bureau of Public

Roads, all joined local agencies in pursuing the completion of the multi-lane, super Freeway.

Director Prah! missed the prediction to open the Freeway to through traffic by precisely one month. Governor Evans, Senator Warren Magnuson and others had hoped to be able to join in an opening ceremony with Santa Claus just ahead of Christmas, 1966. However, freezing temperatures early in December forced a halt to the pouring of concrete.

Besides, a month-long strike during excellent summer construction weather, and heavy rains in November and December, ruined the timetable. The long-awaited Freeway was opened to through traffic under sunny skies on January 31, 1967.

The Seattle Freeway today serves as many as 350,000 persons at one point on a single day. It is only one of literally scores of projects which have been completed during the past five years and are serving residents and visitors of Washington.

In the years from 1893 to 1963, the first 70 years of what has developed into the State Highways Department, a little less than \$1,019,000,000 has been invested in highways, bridges, tunnels, ferries and other transportation facilities. In the five years since 1963, and ending this September, another \$719 million will have been invested to help people "get from here to there."

The past five years have also seen some of the most complicated engineering problems overcome. In almost any mountainous or hilly

land, slides are a constant threat as the earth "down under" seemingly shifts its weight. In Western Washington, the steady winter drizzles clip days from the construction efforts of engineers and contractors. And always, there have been the challenges of finding sufficient engineers, qualified consultants and locating construction materials.

Administratively, there have occurred such "quiet achievements" as the departmental reorganization to streamline operations for action and economy; the development of a new team of engineering leaders as veterans retired and were succeeded by younger officials, and the training of many officials in new technology and management.

The State Highway Commission, too, under the successive leadership of Ernest A. Cowell, Elmer C. Huntley and George D. Zahn, has geared policies for sound and steady action. The Legislature's Joint Committee on Highways, headed by Senator Al Henry and Representative Alfred E. Leland, spearheaded an increase in the gasoline tax to provide more funds for highway development.

Beginning in September, 1963, and continuing through this September, the achievements have occurred sometimes so gradually that they constitute a "revolution in transportation." For the first time in history, Washington now boasts a four-lane highway between the Canadian border and the Columbia River. Soon the last permanent stop light on this route will be eliminated. Only 30 miles of two-lane