

Jan 1961

Washington state's highway construction needs for the sixteen-year period from 1960 to 1975 are nearly \$1.6 billion, it was announced this month by the Washington State Highway Department in its 1960 highway needs study.

However, anticipated highway construction revenue for the same period is expected to total only \$1.1 billion, leaving a deficit of nearly one-half billion dollars in required revenue. Primary and secondary state highway needs for the sixteen-year span have been assessed by the report at \$986.6 million with anticipated revenue for the projects of only \$525.7 million. Interstate requirements for the same period (for federal and state matching funds) are estimated at \$613.3 million. Revenue for the period is expected to meet the requirements.

In a most comprehensive highway needs study, the report analyzes traffic needs throughout the state for the sixteen-year period and recommends 125 primary state highway as well as 148 secondary state highway improvements for the future period, which amount to a total of \$986,569,094.

All estimates of cost were prepared using the contract prices prevailing in the first six months of 1959 as a basis. The estimate of needs is based on projected 1975 traffic volumes. In considering the present or the future needs for the state the figures represent cost estimates based on designs for 1980 traffic. The sum of money needed at the present time to overcome existing deficiencies does not represent the rising costs of right of way, engineering, construction and materials which might inflate the total figure in years to come.

The estimated sixteen-year total for new construction is \$964,260,866. Stopgap work for the period will amount to \$22,308,228, bringing the total to \$986,569,094. This so-called stopgap work, pavement resurfacing, seal jobs, shoulder oiling and riprap projects, etc., will be used in cases where it is more economical to restore or replace portions of a facility to existing standards than to reconstruct on the basis of 1980 standards. It is essential to include these costs into the final estimate to insure making the fullest utilization of investment in existing facilities.

Unlike any prior needs study reports, this 1960 report extends an estimate of highway needs until 1975, stressing the increasing importance of adequate advance planning in the development of an efficient, coordinated highway system for the state.

Since the estimated total needs are so far in excess of the anticipated available funds for construction, it is evident that such a long-range program is necessary in order that only those projects with the most urgent deficiencies will be constructed with the funds available.

The report is primarily concerned with the state highway systems that exist at present through establishment by legislative action and does not include provisions for future legislative action regarding future changes or substitutions of routes or in future changes or substitutions in route numbering or designation.

The 1960 report does, however, include changes in the highway systems since the last major needs report made in 1954. It also reflects changes in cost index and level of construction costs since the 1954 report as well as projects completed since the 1954 study.

The state's share of the projected available revenue is expected from three main state sources and from one federal.

From state sources for the sixteen-year period, \$630.6 million (34.2%) is expected from state fuel taxes, \$353.1 million (19.1%) from state license fees, and \$77.0 million (6.2%) from highway bond issues. Approximately \$28.7 million (1.5%) is expected from miscellaneous revenue sources such as deposit interest, special highway permit fees, sales and rentals of right-of-way property, and the two percent portion of the motor vehicle excise tax credited to the motor vehicle fund to help defray the costs of collecting that tax.

From federal sources, a total of \$757.1 million is expected--\$556.4 million from federal aid interstate and \$200.7 from primary state highway and secondary state highway revenue, which will amount to 41.0% of the total revenue income for the sixteen-year period.

This brings the total for state purposes projected over the period to \$1,846.5 million, or \$1.8 billion. However, the state only receives about 62% of this for state highway construction purposes.

Many state activities allied to highway construction but performed by other than the state department of highways as well as other highway department functions draw from the revenue total before it can be put to construction use.

The two largest non-highway department agencies that derive revenue from this fund are the Washington State Patrol with an estimated \$96.9 million over the sixteen-year period (5.3%), and the Bond Retirement Fund with a projected total of \$197.5 million (10.7%). Other state agencies such as State Parks and extended retirement benefits to employees of



Washington State Ferries, among others, will draw an estimated \$15.3 million (0.8%) from the revenue fund during the period.

Department of Highways functions, other than construction, will deplete the working revenue \$397.8 million more, or nearly 21.5%. These highway functions, other than construction, are: highway maintenance, plant operation and maintenance, general and engineering administration, research and planning, buildings and structures as well as inventory increase.

This leaves for the highway construction program for the future sixteen years a total of \$1,139.0 million, \$613.3 for interstate highways and \$525.7 for primary and secondary state highways.

The work on the report was accomplished primarily by the department's Plans and Contracts Division, under the direct supervision of Highway Director, W. A. Bugge.

More than \$220 million has been shown to be necessary for highway construction in the Yakima Highway District (Highway District 5) in the next fifteen years, from 1960-1975, the 1960 Highway Commission needs study reported.

The needs report has broken down current and future highway needs by interstate, primary and secondary highway systems in the district, which includes Kittitas, Yakima, Benton, Franklin, Walla Walla, Columbia, Garfield and Asotin Counties.

The report indicates that the total cost of highway needs in the district for all types of roads during the fifteen-year period amounts to \$222,447,546.

This figure represents the estimated cost of all construction improvements that should be accomplished in the fifth highway district by 1965 and 1975 in order that the highway system in the district be adequate to carry the traffic predicted at the end of these periods.

Breaking down the report for the district, it is found that the total cost for interstate highway construction will be \$104,473,073 between the present and July 1, 1975 if all the needs of the recent report are to be fulfilled. Largest of these suggested interstate projects in the district is the recommended construction and improvement of 16.7 miles on state highway 3 from Thrall to the Yakima County line at an estimated cost of \$25.8 million. Another recommended interstate project on highway 3 is 29 miles from the south urban limits of Yakima to the junction of state highway 3-A near Satus, which the

report indicates should be completed at an approximate cost of \$14 million. Altogether, the needs study lists 13 suggested interstate projects in the district that should be completed by 1975 in order to bring the district's interstate system up to adequate standards.

Also in the fifth highway district, \$101,735,285 has been recommended by the report in order to bring the primary highway system up to standards. Of this total, \$34.4 million has been suggested as necessary in order to construct and improve the Naches Pass branch of state highway 5, nearly 32 miles, which would include a Naches Pass tunnel through the Cascades.

On the Yakima district's other highway system. . . secondary state highways. . . 15 projects at a combined cost of \$16,239,187 have been listed as necessary for the fifteen-year period by the 1960 highway commission needs study. The largest of these suggested improvements is recommended on the new projected route of state highway 11-B, for nearly 30 miles of construction between Washtucna and Delaney. Elsewhere in the highway district, the study indicates that \$3.4 million should be spent on highway 11-A for construction of nearly 95 miles from Yakima to Connell.

A complete list of the needs study recommendations for District 5 during the next fifteen-year period is attached.



DISTRICT 5  
NEEDS REPORT  
1959 - 1975

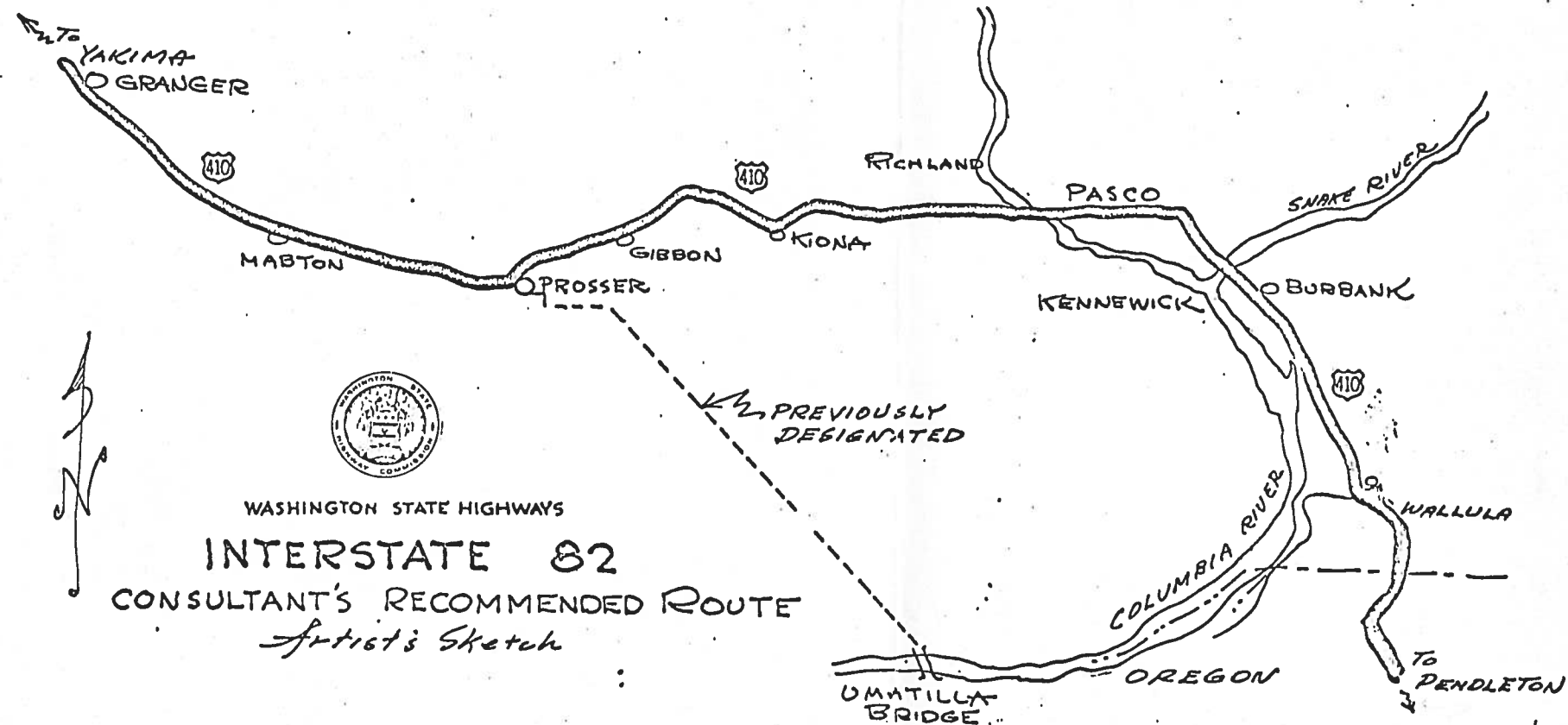
| <u>Hwy.<br/>Number</u> | <u>Description</u>   | <u>Estimate<br/>Length</u> | <u>Total</u>  |
|------------------------|--|----------------------------|---------------|
| 2                      | King County Line to Easton                                     | 14.46                      | 3,252,152     |
| 2                      | Easton to Jct. PSH No. 3 at Teanaway                           | 13.37                      | 5,909,825     |
| 3                      | Jct. PSH No. 2 at Teanaway to Jct. PSH No. 7 in<br>Ellensburg  | 25.38                      | 14,247,091    |
| 7                      | Jct. PSH No. 3 in Ellensburg to Highline Canal                 | 9.83                       | 4,169,140     |
| 7                      | Highline Canal to East Pavement Seat Vantage Bridge            | 16.80                      | 14,094,680    |
| 3                      | Jct. PSH No. 7 in Ellensburg to Thrall                         | 2.82                       | 1,273,727     |
| 3                      | Thrall to Yakima County Line                                   | 16.68                      | 25,774,783    |
| 3                      | Kittitas County Line to Selah Jct.                             | 8.93                       | 9,148,323     |
| 3                      | Selah Jct. to South Urban Limits of Yakima                     | 7.10                       | 5,599,272     |
| 3                      | South Urban Limits of Yakima to Jct. SSH No. 3-A<br>near Satus | 28.95                      | 14,005,471    |
| 3                      | Jct. SSH No. 3-A near Satus to Benton County Line              | 19.29                      | 4,920,256     |
| 3                      | Yakima County Line to Jct. PSH No. 8 near Patterson            | 14.40                      | 2,057,951     |
| 3                      | Jct. PSH No. 8 near Patterson to Oregon State Line             | 14.43                      | 2,947,402     |
|                        |  |                            | \$104,473,073 |

| <u>PSH</u> | <u>Description</u>   | <u>Estimate<br/>Length</u> | <u>Federal<br/>Funds</u> | <u>Total</u> |
|------------|--|----------------------------|--------------------------|--------------|
| 2          | Teanaway Jct. to Columbia River at<br>Wenatchee to Lincoln Co. Line    | 102.10                     | 10,919,576               | 10,919,576   |
| 3          | Yakima to Columbia River at Pasco                                      | 67.01                      | 7,622,577                | 7,622,577    |
| 3          | Columbia River at Pasco to Central Ferry<br>/Via Walla Walla/          | 86.02                      | 12,665,437               | 12,665,437   |
| 3          | Dodge to Idaho Line at Clarkston                                       | 42.72                      | 5,127,002                | 5,127,002    |
| 3          | Oregon Line to Clarkston Via Asotin                                    | 42.62                      | 200,713                  | 200,713      |
| 3          | Oregon Line to Walla Walla   | 6.34                       | 2,014,230                | 2,014,230    |
| 3          | Oregon Line to Wallula   | 4.35                       |                          |              |
| 5          | Chinook Pass Junction to Junction White<br>Pass Branch                 | 46.63                      | 4,063,187                | 4,063,187    |
| 5          | Jct. White Pass and Chinook Pass Branch<br>to Jct. PSH No. 3 in Yakima | 14.40                      | 4,913,931                | 4,913,931    |
| 5          | White Pass Branch, Ohanapecosh Jct. to<br>Jct. Chinook Pass Branch     | 46.92                      | 324,300                  | 324,300      |
| 5          | Ohanapecosh Branch   | 16.50                      |                          |              |
| 5          | Naches Pass Branch   | 31.85                      |                          |              |
| 8          | Klickitat Co. Line to Jct. PSH No. 3 at<br>Buena                       | 32.22                      | 2,124,143                | 2,124,143    |
| 8          | Klickitat Co. Line to Jct. PSH No. 3 at<br>Kennewick                   | 18.10                      | 390,125                  | 390,125      |
| 8          | Prosser to Patterson   | 26.30                      |                          |              |
| 11         | Pasco to Jct. PSH No. 18 at Ritzville                                  | 72.65                      | 5,642,709                | 5,642,709    |
| 3          | Yakima to Columbia River at Pasco                                      | 11.72                      | 2,585,600                | 2,585,600    |
| 3          | Columbia River at Pasco to Central Ferry<br>/Via Walla Walla/          | 27.88                      | 5,538,687                | 5,538,687    |
| 3          | Oregon Line to Wallula   | 2.05                       | 135,660                  | 135,660      |
| 5          | Jct. White Pass and Chinook Pass Branch to<br>Jct. PSH No. 3 in Yakima | 3.92                       | 887,285                  | 887,285      |

| <u>PSH</u> | <u>Description</u>                                   | <u>Estimate<br/>Length</u> | <u>Federal<br/>Funds</u> | <u>Total</u>  |
|------------|--|----------------------------|--------------------------|---------------|
| 8          | Klickitat Co. Line to Jct. PSH No. 3 at<br>Kennewick | 21.13                      | 1,822,170                | 1,822,170     |
| 11         | Pasco to Jct. PSH No. 18 at Ritzville                | 2.50                       | 382,030                  | 382,030       |
|            |  |                            |                          | \$101,735,285 |

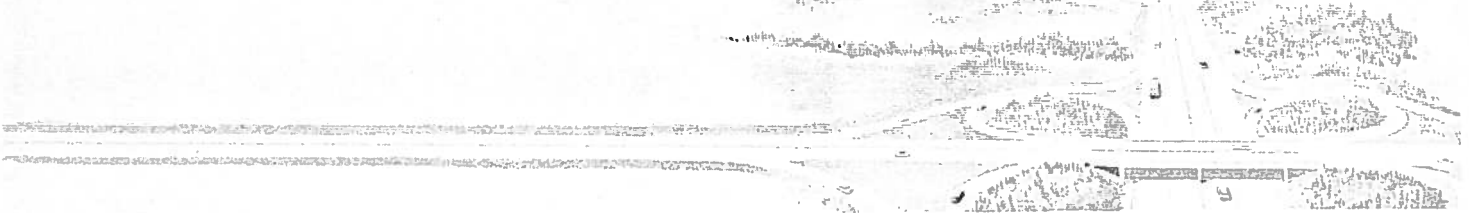
  

| <u>SSH</u> | <u>Description</u>   | <u>Estimate<br/>Length</u> | <u>Federal<br/>Funds</u> | <u>Total</u>  |
|------------|--|----------------------------|--------------------------|---------------|
| 2-E        | Cle Elum to National Forest Boundary Via<br>Roslyn                 | 7.03                       | 244,385                  | 244,385       |
| 2-I        | Jct. PSH No. 3 Vic. Dudley to Jct. PSH<br>No. 2 Vic. Virden        | 17.09                      | 1,692,530                | 1,692,530     |
| 3-A        | Union Gap to Prosser /Existing Route/                              | 47.47                      | 1,987,044                | 1,987,044     |
| 3-B        | White Swan to Toppenish  | 27.53                      | 218,291                  | 218,291       |
| 3-D        | Jct. PSH No. 3 at Burbank to Jct. SSH No.<br>3-E at Prescott       | 14.15                      | 1,409,193                | 1,409,193     |
| 3-E        | Walla Walla to Waitsburg   | 5.29                       | 232,310                  | 232,310       |
| 3-K        | Pomeroy to Jct. PSH No. 3 West of Clarkston                        | 42.39                      | 0                        | 10,380        |
| 3-L        | Jct. PSH No. 3 East of Dayton to Jct.<br>PSH No. 3 West of Pomeroy | 17.13                      | 0                        | 125,139       |
| 3-R        | Jct. PSH No. 3 at Kiona to Jct. PSH No. 3<br>near Richland         | 14.33                      |                          |               |
| 11-A       | Yakima to Connell  | 94.73                      | 3,418,630                | 3,418,630     |
| 11-B       | Washtucna to Delaney /Projected Route/                             | 27.97                      | 0                        | 5,272,270     |
| 3-E        | Walla Walla to Waitsburg   | .02                        | 84,875                   | 84,875        |
| 3-R        | Jct. PSH No. 3 at Kiona to Jct. PSH No. 3<br>near Richland         | 1.24                       | 93,560                   | 93,560        |
| 11-A       | Yakima to Connell  | 5.56                       | 528,800                  | 528,800       |
| 11-B       | Jct. PSH No. 11 to Jct. PSH No. 3 at Dusty                         | 20.67                      | 307,430                  | 921,780       |
|            |  |                            |                          | \$16,239,187  |
|            |  |                            | Total                    | \$222,447,545 |





# NEWS from the . . . . . Washington State Highway Department



route recommended

A new route, a little longer but serving more people, has been recommended for Interstate 82.

Instead of turning sharply south from Prosser to the Umatilla Bridge, the Interstate Freeway would follow a general route that would take the highway southeasterly from Granger to Pasco, then south to join with Interstate 80-N near Pendleton.

The new alignment was recommended today by a private engineering consulting firm, Gray, Osborne and Lochner, following extensive studies during the past nine months.

Although the suggested route is far from being a final decision on the much-sought highway, the recommendation is expected to bear considerable weight with the Washington State Highway Commission and the Oregon Highway Commission.

The two state commissions are scheduled to review the recommendations and any further suggestions, and forward their findings to the U. S. Bureau of Public Roads. Following concurrence of the federal agency and the Oregon commission, the final approval will be made by the Washington State Highway Commission.

The announcement of the consultant's findings was made today by Director of Highways Charles G. Prahl and District Engineer G. E. Mattoon in a press conference held at the district engineer's office in Yakima. Prahl had flown from the state capital at Olympia to Yakima to discuss the recommendation with members of the press and other public representatives.

"These recommendations are the result of very extensive studies and will be given serious consideration by our department and the Highway Commission," Prahl

(more)

FOR MORE INFORMATION . . . . .

*Bill Dugovick*

Public Information Officer  
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said. "It is no secret that we are anxious to proceed with construction in an effort to complete the job prior to the present deadline of 1972."

The private engineering firm eliminated 30 different alternate proposals before deciding to undertake a more detailed analysis of the 10 most attractive routes.

From this group of ten possibilities, the firm whittled the choices down to the following four basic corridors:

- (1) through Horse Heaven Hills south of Mabton, crossing the Columbia River at Blalock Island and joining Interstate 80-N near Boardman Junction.
- (2) southeasterly across Horse Heaven Hills and southeast of Prosser to cross the Columbia at the Umatilla Bridge, connecting 80-N near Stanfield, Oregon. (This had been accepted previously by the Bureau of Public Roads as the designated route.)
- (3) easterly through Yakima Valley to vicinity of Kiona, skirting south of Kennewick, crossing Columbia near Coal Springs to a junction with 80-N west of Pendleton.
- (4) proceeding from Granger easterly to a point north of Roza Irrigation project, north of Benton City and Richland to a crossing of Columbia River near North Richland; crossing Snake River east of Pasco, using present U. S. 410 from Burbank to Wallula, then to Pendleton on a route west of Vansycle Canyon and intersecting 80-N west of Pendleton.

The consultants said that selection of the general corridor from Granger to Pasco and south to Pendleton represents "the best investment of taxpayers' dollars consistent with the service provided."

The engineers pointed out that the recommended route will require approximately 37 additional miles of construction. Nevertheless, they explained, the new route means only 22 more miles of travel for the motorist over the previously designed route across Horse Heaven Hills.

The report indicated that the route would require that the Bureau of Public Roads increase Washington's allocation of Interstate highways by 37 miles. It would also require an expenditure of an estimated \$36,000,000 above the amount currently

(more)

indicated. The original route designated by the federal agency listed construction costs estimated at \$38,051,000.

Interstate 82, under the plan that will be presented to the Highway Commission, will call for 80.6 miles in Washington and 25 miles in Oregon. The entire distance from Granger to Pendleton is listed as 105.7 miles.

The engineers said that vehicles using Interstate 82 annually will travel more than 383 million miles. The average daily traffic is estimated at 9,911 vehicles.

The proposed alignment includes 17 interchanges with an average space of 6.2 miles between these facilities. The maximum grade is scheduled to be 5.3%. Only 19.6 miles of the total route would have grades over 3%.

The cost of maintaining the sophisticated, four-lane divided highway would be slightly under \$1,000,000 each year.

The report by Gray, Osborne and Lochner noted that motorists using the Interstate highway rather than the existing roads with grade crossings and other stop-and-go demands would save nearly \$6,000,000 annually.

An important point in the consideration was the belief by the engineers that Interstate 82 would offer Southeast and Southcentral Washington economic benefits totaling nearly \$17,000,000.

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Past President, American Association of State Highway Officials 1957

Western Vice President American Road Builders Association

Board of Consultants, Eno Foundation

Past President Washington State Association of County Officials

Secretary, Washington State Council for Highway Research

Member, Executive Committee, AASHO

Executive Committee, Highway Research Board, National Academy of Sciences

Fraternal affiliations include the Benevolent and Protective Order of Elks  
and the Masonic Order.

He is listed in "WHO'S WHO IN AMERICA."

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# NEWS

from the . . . . . Washington State Highway Department



new contracts

11-5-66

Construction of another section of Interstate 90, Washington's major east-west highway, is expected to start soon with the award of a \$4,120,000 contract.

Charles G. Prah1, director of highways, reported that the Stewart-Erickson Company of Seattle was the successful bidder. The firm won the contract over 16 other bidders and was only \$13,500 below the next lowest firm, the Rogers Construction Company of Portland.

The work will be undertaken on a 10.8 mile section of Interstate 90 in Kittitas county between Ryegrass and Vantage. The contract calls for drainage, grading, paving and all other features for construction of a four-lane, divided freeway. Interstate 90 begins at the Connecticut Street Interchange on the southerly edge of Seattle's downtown business district and continues eastward through 12 states to Boston.

Prah1 said the firm will move more than 2,000,000 cubic yards of earth for the highway. Although the project does not include any bridges, the work entails the installation of approximately 22 miles of fencing and more than 20 miles of guard rails. The job is expected to require 425 working days.

The construction of two rest areas near Custer, in Whatcom county, also was among four other contracts awarded. Wilder Construction Company of Bellingham won the job on its bid of \$308,165.

In addition to two comparatively small buildings for rest rooms and State Patrol offices, the project includes road ramps, parking spaces, drilling wells, fencing, picnic tables, refuse facilities, 75 trees, shrubs and cover plants, and a variety of other features.

(more)

FOR MORE INFORMATION . . . . .

BILL DUGOVICH

Public Information Officer  
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Other contracts awarded were:

Franklin County - N. A. Degerstrom, Inc., Spokane, \$93,915, for construction of a flat slab bridge and surfacing on .8 mile of Sign Route 260 near Kahlotus.

Spokane County - S & F Construction Co., Spokane, \$458,885, for construction of a project designated as Trent Avenue to Houston Avenue in Spokane, a distance of 3.8 miles. Work includes widening and paving to increase the traffic capacity on Sign Route 3 (Division St.). Channelization will be undertaken throughout the length of the project.

King County - Rumsey & Company, Seattle, \$268,094, Sign Route 522 near Kenmore, widen and pave with asphalt concrete the existing roadway, also widen existing Swamp Creek Bridge. The project will eliminate traffic jams, reduce hazards and save time for motorists.

Okanogan County - The date for bids on this project near Pateros (Sign Routes 97 and 153) has been continued to November 15. Work includes the removal of a trestle and bridge from the area to be flooded by backwaters of Wells Dam on the Columbia River.

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Nov. 4, 1966



# NEWS from the .....Washington Highway Department

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## FOR IMMEDIATE RELEASE

OLYMPIA, WASH., October 2 -- Director of Highways Charles G. Prah1 today called the attention of Washington residents to the 4th annual observance of National Highway Week slated for October 4 to 10th. Prah1 pointed out that both President Johnson and Governor Rosellini had issued proclamations designating the period as National Highway Week.

In pointing to the significant progress of the past few years and to the gigantic road building program now being carried out throughout the state, the Highway Director said that highway people as well as many other Washingtonians have become so accustomed to good roads getting better that today's vast system of efficient and safe highways is often taken for granted.

"This should not be the case," Prah1 said, "because anything which plays such a vital part in our economy and is such a significant factor in daily lives, as do our highways, don't just happen. They are built by the constant awareness on the parts of all citizens of their importance and need."

Regarding the importance placed on the private auto by Americans, Prah1 pointed out that each Fall millions of people turn out to view the new model cars produced by domestic and foreign automobile manufacturers, and are setting attendance records that would cause Broadway and Hollywood producers to turn green with envy.

"Yet," said Prah1, "without modern highways on which these vehicles can travel, these marvels of engineering accomplishments would be practically useless.

"It is our vehicle-highway combination that permits more people to travel greater distances on more frequent occasions that has caused highway travel to be the most significant single system of transportation in the nation today. You cannot attribute this factor to either the vehicle or the highway. It takes both.

FOR MORE INFORMATION .....

BILL DUGOVICH  
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"Washington, along with the rest of American, is today engaged in the greatest road building program ever undertaken, he said, a program that will by 1972 permit motorists to criss-cross the nation on a web of super-expressways without ever seeing a stop light or an interchange."

The reference was to the nation's 41,000-mile long Interstate and Defense highway network, 17,000 miles of which has been completed.

"This program is essential if we are to preserve the usefulness of our tremendous investment in vehicles," he said. "Our current construction activities, here in Washington as elsewhere, will result not only in the preservation of our most important transportation network, the highway, it will extend its usefulness many-fold.

"For the residents of Washington," Prahl continued, "National Highway Week is an excellent time in which they can appraise the work of their Highway Department. And I believe such an appraisal will instill a sense of pride, because it is a recognized fact that Washington's highway program is rated among the best in the nation."

# NEWS from the . . . . . Washington Highway Department



July 9, 1965

## FOR IMMEDIATE RELEASE

### NEW HANFORD HIGHWAY

The Hanford Highway--a two-lane, 22-mile highway cutting through the Hanford Atomic Works Reservation--will be dedicated by Governor Daniel J. Evans and state and local officials in special ceremonies next Wednesday, July 14, at 11:15 a.m.

The Governor, aided by Miss Dawn Bern, 1965's Miss Tri-Cities, will snip the traditional ribbon opening the road to traffic at the Hanford Highway-Horn Rapids Road intersection.

Also slated to be on hand will be Senator Nat Washington, vice chairman of the Legislative Interim Committee on Highways, Senator Mike McCormack of the 16th District, John Sullivan, mayor of Richland, George D. Zahn, chairman of the Washington State Highway Commission, and Charles G. Prah, Director of Highways. Prah will be the principal speaker.

The new highway completes a major portion of a new high-speed route connecting the rich agricultural areas of Othello, Connell and Moses Lake, with prosperous Yakima Valley and the Tri-Cities. With the opening of the 982-foot Vernita Bridge across the Columbia this fall, the route will be complete.

Highway engineers figure motorists will be able to drive between these major trading centers in half the time previously required. The route is also expected to reduce the distance between Seattle and the Tri-Cities by about 20 miles.

**FOR MORE INFORMATION** . . . . .

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2 xx HANFORD HIGHWAY

The highway, begun only last November, was completed in less than seven months.

Beginning on the banks of the Yakima River at Horn Rapids near Richland, the two-lane asphalt highway runs northwest across the middle of the Atomic Works Reservation for 21 miles to connect with State Route 24, five miles downstream from the Priest Rapids Dam. From there three-quarter-mile approach road will connect the highway with the new Vernita Bridge.

The \$777,000 highway is being financed by revenue bonds, the first road in the state to be paid for in this manner. Sather and Sons, Spokane contractors, built the highway under the general supervision of Highways Department District Engineer Wallace M. (Chub) Foster and Resident Engineer B. (Bud) F. Hansen.

Following the opening ceremony, a no-host luncheon sponsored by the Richland Chamber of Commerce will be at the Desert Motor Inn, Richland. Governor Evans will be the featured speaker.

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# NEWS from the . . . . . Washington Highway Department



July 9, 1965

## FOR IMMEDIATE RELEASE

### WATSON ROAD TO DELIGHT SECTION OF STATE ROUTE 26 TO OPEN JULY 15

The final "link" in State Highway 26 between the Columbia River at Vantage and Dusty, a distance of 210 miles, will be opened to traffic at ribbon-cutting ceremonies near Washtucna at 11:30 a.m., July 15.

Wielding the ceremonial scissors will be pretty blond 18-year old Susan Garske of Walla Walla, Miss Farm Hospitality of 1965, State Senators William (Bill) Raugust and Marshall Neill, and Highways Commission Chairman George D. Zahn.

The new nine-mile section runs across open wheatland from Delight to Watson Road. Site of the opening ceremony is the Watson Road-Highway 26 intersection, five miles west of Washtucna.

Immediately following the ceremony, a picnic luncheon will be held at the city park in Washtucna, prepared and served by the local Lady Lions.

The new section of Highway 26 is the last of 11 projects since 1955 to construct a modern highway between Vantage and Washtucna. Eighty-five miles in length, the 35-foot-wide highway provides a direct route from the Columbia River across the rich wheatlands of southeastern Washington and the Palouse Country to Pullman and the Idaho border. Its overall cost was \$5,000,000.

The new portion was built by N. A. Degerstrom, Inc., of Spokane at a cost of \$712,000. It consists of two 11-foot lanes with eight-foot shoulders. Included also are five reinforced concrete box culverts.

-more-

## FOR MORE INFORMATION

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2 xxx WASHTUCNA OPENING

Slated to attend the ribbon-cutting festivities and picnic are a host of other State, County, City and Highway officials. Included are former State Representative Elmer Huntley, Thornton, now Vice Chairman of the Highway Commission, Washtucna Mayor Elmer Lee, Adams County Commissioners Kenneth Foulker, Henry Franz and Robert Danekas, Earl Snyder, President of the East West Highway Association and Dave Guilbert, Manager of the Inland Automobile Club. Other Highway officials to attend will include District 6 Engineer Walter Horning, Spokane, District 2 Engineer George (Buzz) Mattoon, Wenatchee, and Donald Walker, Spokane, Resident Engineer and supervisor of the project. Dick Coon of Washtucna will be master of ceremonies.

Sponsoring the ceremony is the East West Highway Association in cooperation with the State Highway Commission and the Department of Highways. In charge of the program is Earl Snyder.

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# NEWS from the . . . . . Washington Highway Department



July 30, 1965

Officials to Dedicate

New Section of U. S. 2

A 4.2 mile section of U. S. Highway 2, between Pine Canyon and Waterville, will be officially dedicated by state and local officials at 2:30 p.m., Wednesday, August 4, at a site one mile west of Waterville.

The section, replacing a series of steeply graded switchbacks climbing out of Pine Canyon that were first constructed more than 50 years ago, will make cross state travel on U. S. 2 faster and more comfortable, highway engineers said.

Representing Governor Daniel J. Evans at the dedication ceremonies will be Representative Robert McDougall, of the 12th District. He will snip the traditional ribbon with the aid of Miss Kathleen Gormley, Princess Waterville, and Miss Linda Stewart, Princess East Wenatchee. McDougall will make the principal address.

Other officials on hand to mark the opening will be Waterville Mayor Robert Gollehon, State Representative Horace Bozarth, of the 1st District, George D. Zahn, Chairman of the State Highway Commission, and Charles G. Prah, Director of Highways.

A no-host luncheon, sponsored by the Chambers of Commerce of Waterville, Wenatchee and East Wenatchee in cooperation with the U. S. 2 Association, will precede the opening program at 12:30. The luncheon will be held at the North Central Washington Fairgrounds at Waterville. Those scheduled to make remarks are Pat Wilson, a former director of the Washington State Good Roads Association; Glen Woods, secretary of the U. S. Highway 2 Association; Jack Rogers, past president of the association and past president of the Good Roads Association; Charles Prah, director of Highways; and George Zahn, chairman of the State Highway Commission.

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FOR MORE INFORMATION . . . . .

Public Information Officer  
Highways-Licenses Building  
Olympia — Phone 753-6050



U. S. 2 Dedication    x2x

Special recognition will be given Cecil R. Stauffer, who has worked in the Waterville area for the State Highways Department for the past 27 years.

Completion of the new section, some 20 miles north of Wenatchee, was hailed by officials of the U. S. 2 Association and the Chambers of Commerce of Waterville, East Wenatchee, and Wenatchee as a major improvement to the important cross-state highway.

The new two-lane, oil surface route makes a long gradual curve along the northern end of Pine Canyon, then sweeps across the wheatfields to Waterville.

The section of switchbacks the new road replaces was first constructed some 50 years ago by a crew of "probationally parolled" convicts, under the supervision of state highway engineers. It has been a remarkably safe stretch of highway, despite the steep grades, and will remain in use as a part of the Douglas County road system.

Grading and draining work on the project was performed by Goodfellow Brothers, Inc., of Wenatchee, at a cost of \$836,000. C. and E. Construction Co. Inc. of Yakima surfaced and oiled the section, at a cost of \$155,000. Total cost of the project is \$991,000.

The construction work was under the general supervision of Highway Department District Engineer George E (Buzz) Mattoon and Project Engineer Fred W. Walter.

Waterville, East Wenatchee, and Wenatchee Chambers of Commerce are cooperating with the State Highways Commission and the Department of Highways in sponsoring the highway opening programs.

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