

NEWS from the Washington State Highway Department



floating bridge renamed

June 26, 1967

Lake Washington's first floating bridge will be officially renamed "The Lacey V. Murrow Memorial Bridge" Friday. Mrs. Murrow, widow of Washington's former director of highways, will assist in the unveiling of two engraved plaques which picture her late husband.

State Highway Commission Chairman George D. Zahn said that Friday's dedication ceremony will be held at the west portals of the bridge at 11:00 a.m. A no-host luncheon at the Floating Bridge Inn on Mercer Island is to conclude the program.

Zahn will emcee the unveiling. At the luncheon, the invocation will be given by Dr. Robert L. Brizee, pastor of the Mercer Island Methodist Church. A. C. Burton, Mayor of the Town of Mercer Island, and Cleveland Anshell, Mayor of the City of Mercer Island, will welcome luncheon guests.

Comments will also be heard from Charles G. Pahl, director of highways, Mayor J. D. Braman, City of Seattle, Senator Fred Redmon and Senator Al Henry, both of the Joint Committee on Highways. Senator Elmer C. Huntley, who was chairman of the Highway Commission when the decision was made to rename the bridge, will also speak.

Murrow, 62 at the time of his death last December, was appointed highways director for Washington State at the age of 28. He served in this capacity from 1933 to 1940. During this time he weathered a deluge of public debate over his proposed bridge across Lake Washington. A floating span of such magnitude had never been attempted. Many envisioned huge concrete pontoons breaking loose and beaching along the shores of the lake.

But Morrow stood by his decision and the bridge was opened July 2, 1940. It cost \$3,253,000--approximately half the price of a conventional bridge of similar length. Nine years and more than 22,000,000 crossings later, the bridge was paid for and the tolls lifted. Today, 27 years after the opening of the floating span, traffic continues to

(more)

FOR MORE INFORMATION

BILL DUGOVICH

Public Information Officer
Highways-Licenses Building
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floating bridge renamed
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June 26, 1967

mount. A grand total of nearly 257,000,000 crossings have demonstrated the wisdom of Murrow's decision

Prior to the opening of the floating bridge, residents of Bellevue, Mercer Island, and other nearby communities had to drive around the southern tip of Lake Washington through Renton to reach Seattle. The "floating highway" saved every motorist an hour or more each way. The opening of the bridge was a primary factor in the rapid growth of the several residential towns east of Lake Washington

The move to rename the bridge to honor Murrow was made by a Senate resolution adopted during the recent session of the State Legislature. The State Highway Commission concurred in a March resolution which stated that the bridge should be named "in honor of the engineer whose leadership turned this daring proposal into a reality."

Before his death, Murrow was chairman of the board of Transportation Consultants, Inc., Washington, D. C. He was also a retired Brigadier General in the U. S. Air Force, and a brother of the late Edward R. Murrow of broadcasting fame. The City of Lacey in Thurston County is named for the former highways director.

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Yearly Vehicular Traffic Totals--Lacey V. Murrow Memorial Bridge

1940 -- 1,272,216	(The bridge was opened July 2, 1940)
1941 -- 1,668,050	
1942 -- 1,829,380	
1943 -- 1,718,420	
1944 -- 1,778,420	
1945 -- 2,282,710	
1946 -- 3,219,300	
1947 -- 3,579,190	
1948 -- 3,795,420	
1949 -- 4,715,800	(The bridge became toll-free July 2, 1949)
1950 -- 6,527,660	
1951 -- 7,404,390	
1952 -- 8,315,049	
1953 -- 9,042,600	
1954 -- 9,909,547	
1955 --11,102,372	
1956 --11,722,350	
1957 --12,584,033	
1958 --14,149,460	
1959 --15,269,663	
1960 --15,578,838	
1961 --16,907,933	
1962 --18,943,697	(Century 21 World's Fair)
1963 --17,450,432	(Second Lake Washington Floating Bridge at Evergreen Point opened August 28, 1963)
1964 --15,331,080	
1965 --15,657,280	
1966 --16,921,300	

LACEY V. MURROW MEMORIAL BRIDGE



June 30, 1967

Washington State Highway Commission
Department of Highways

IN THE LEGISLATURE
of the
STATE OF WASHINGTON



SENATE RESOLUTION

1967-21

By Senators Al Henry, Frank Foley, August P. Mardesich, Dewey C. Donohue, Lowell Peterson, Joel M. Pritchard, Damon R. Canfield, Marshall A. Neill, Perry B. Woodall, Frank Connor, Ernest W. Lennart, John N. Ryder, John H. Stender, Ted G. Peterson, Walter B. Williams, John T. McCutcheon, Gordon Sandison, Sam C. Guess, Don L. Talley, Nat Washington, Reuben A. Knoblauch, George W. Kupka, Fred G. Redmon, R. Frank Atwood and R. R. Bob Greive

WHEREAS, Lacey V. Murrow had a distinguished career as an engineer, military officer and legislative consultant; and,

WHEREAS, His work as consultant to the architects of the Highway Act of 1956 capped his professional efforts and his military service in the China - Burma - India Theater during World War II from which he emerged a General was an outstanding achievement, his work as Director of Highways of the State of Washington is certainly best remembered by the citizens of this state; and

WHEREAS, The Mercer Island Floating Bridge provided a unique, ingenious and resourceful solution to a difficult engineering problem at the time it was designed and built and more than twenty-five years later continues to serve the public well by providing access to move people from city to suburbs, and stands as a monument to Lacey Murrow's successful tour of duty as State Director of Highways; and

NOW, THEREFORE, BE IT RESOLVED, That the Senate honor the memory of Lacey V. Murrow by requesting the State Highway Commission to designate the Mercer Island Floating Bridge as the Lacey V. Murrow Memorial Bridge; and

BE IT FURTHER RESOLVED, That a copy of this resolution be sent to the Commission for its action.

I, Ward Bowden, Secretary of the Senate, do hereby certify this is a true and correct copy of Senate Resolution No. 1967-21 adopted by the Senate on February 25, 1967.

Ward Bowden
WARD BOWDEN
Secretary of the Senate

In Honor of a Great Engineer



LACEY V. MURROW, age 62, passed away in December, 1966. At the time of his death, he was chairman of the board and recently retired president of Transportation Consultants, Inc., Washington, D. C.

He was a retired Brigadier General, United States Air Force, having served in every theater of combat during World War II and the Korean War. His military honors included the Legion of Merit and a presidential citation with four cluster decorations, as well as the Croix de Guerre and the Order of the British Empire.

His distinguished career as a professional engineer began with his appointment, at the age of 28 as Director of the Washington State Department of Highways and concurrently as Chief Engineer for the Washington State Toll Bridge Authority. He advanced the idea for the first Lake Washington Floating Bridge, which was designed and constructed under his direction.

Senate Resolution Number 1967-21, adopted by the Senate on February 25, 1967 and passed by the House unanimously, stated that the Mercer Island Floating Bridge (the first Lake Washington Bridge) "provide a unique, ingenious and resourceful solution to a difficult engineering problem at the time it was designed and built, and more than twenty-five years later continues to serve the public well." It requested that the State Highway Commission designate the bridge as a tribute to Mr. Murrow.

The State Highway Commission concurred in Resolution Number 1815, adopted March 20, which stated that "this notable engineering achievement received worldwide recognition for its pioneering of a new concept in over-water structures" and resolved that the bridge be named "in honor of the engineer whose leadership turned this daring proposal into a reality."

Washington State Highway Commission

George D. Zahn, *Chairman*

James M. Blair, Sr.

Robert L. Mikalson

Harold Walsh

Baker Ferguson

Charles G. Pahl, *Director of Highways*

Lorenz Goetz, *Secretary*



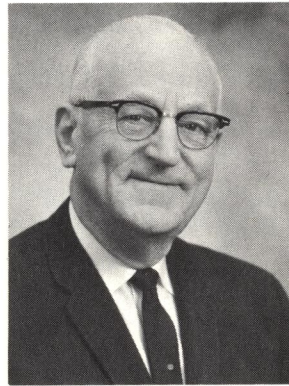
The Honorable Daniel J. Evans,
Governor, State of Washington



Senator Al Henry
17th District
Chairman, Joint Committee
on Highways



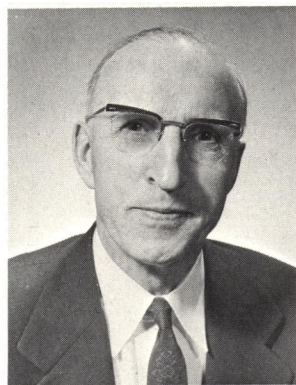
Rep. Alfred E. Leland
48th District
Vice-Chairman, Joint
Committee on Highways



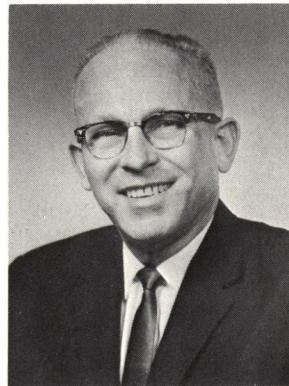
Senator Fred Redmon
14th District
Joint Committee on Highways



Charles G. Prah
Director of Highways



George D. Zahn
Chairman, State Highway
Commission



Mayor J. D. Braman
City of Seattle

Dedication Program

MASTER OF CEREMONIES

Mr. George D. Zahn
Chairman
Washington State Highway Commission

NATIONAL ANTHEM

PRESENTATION OF COLORS

Boy Scout Troop 624, Mercer Island
Dr. James W. M. Owens, Scoutmaster

UNVEILING OF PLAQUE

Mrs. Lacey V. Murrow

*Following the unveiling, guests will proceed east on the bridge and reassemble at the
Floating Bridge Inn, Mercer Island*

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LUNCHEON

INVOCATION

Dr. Robert L. Brizee
Mercer Island Methodist Church

WELCOME

Mayor A. C. Burton, *Town of Mercer Island*
Mayor Cleveland Anshell, *City of Mercer Island*

COMMENTS

Mr. Charles G. Prah, *Director of Highways*
Mayor J. D. Braman, *City of Seattle*
Senator Fred Redmon, *Joint Committee on Highways*
Senator Al Henry, *Joint Committee on Highways*

The Story of a Bridge

Greater than the combined weight of three battleships, larger in bulk than a 25-story building, the Lake Washington Floating Bridge was acknowledged when built to be the largest structure afloat. This engineering marvel of 100,000 tons of steel and concrete rests upon twenty-five floating sections, each fashioned like a honeycomb with water-tight compartments. Sixty-four anchors, each weighing 65 tons, secure it to the lake bottom.

There is no vibration, no sway, throughout the more than one mile length, four lanes wide. Near the Mercer Island end of the bridge, a huge floating draw span affords a channel opening of 202 feet, permitting passage of larger vessels. Provision is made for smaller vessels to pass under the arched approach spans at each extremity.

Unique Concept

Back in the 1930's, the concept was revolutionary. A floating span on such a scale had never been tried before. The storm of controversy aroused by its proposal might have discouraged a lesser man. The young Lacey Murrow, then Director of Highways, needed calm, clear judgment, a sound grasp of the engineering principles involved and the stamina to resist public abuse.

Lake Washington was a mile and a half wide at the location suggested for crossing. Its depth was 200 feet. A conventional bridge would cost twice as much to build, and there was doubt that the lake bottom would prove suitable for its foundations. Highways Director Murrow stood by the decision: a floating bridge was the only type of structure appropriate to the need.

On December 29, 1938, construction was begun. On July 2, 1940, Governor Clarence D. Martin paid the first toll on the new bridge, opening up a new era in Washington state transportation.

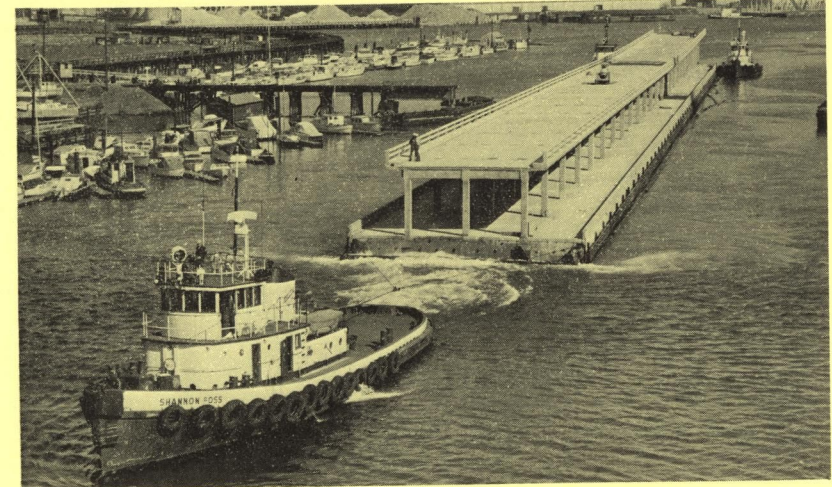
New Freedom of Mobility

With this new freedom of mobility, communities on the east side of Lake Washington—Bellevue, Kirkland, Redmond—began to develop their long dormant potential. Homes in the scenic, spacious residential suburbs became a long-wished-for reality for thousands of Seattle families now that the bridge provided a convenient ten-minute drive to the city.

Forty-four million crossings later, the bridge became toll-free, just nine years to the day after its opening. Within five more years, its traffic load had reached the point where a second bridge was needed. By 1963, an even longer floating span was opened at Evergreen Point.

In recent years, the first bridge has become known as Mercer Island Floating Bridge. Today, it receives the name of the man responsible for its success.

Even as the dedication ceremony proceeds, a third Lake Washington bridge is under consideration—another floating span to be constructed upon the same principles pioneered by Lacey V. Murrow thirty years ago.



A floating pontoon being moved into place during construction. Thirty years ago, dire forecasts were made for the fate of the floating span. As many as 80,000 people now cross the bridge daily.



Traffic congestion and reversible lanes on the existing span will be eliminated by construction of a new bridge parallel to the Lacey V. Murrow Memorial Bridge.

NEWS from the Washington State Highway Department

highway in highlands



A 24-mile section of Interstate 90, encompassing safety, scenery and service, will be unveiled by the State Highways Department next Tuesday between Cle Elum and Ellensburg.

Governor Dan Evans and a pair of Kittitas Valley queens will join in twin ribbon-cutting ceremonies during programs to dedicate the new, four-lane divided highway which stretches alongside some sections of the Yakima River and over rolling hills.

Charles G. Prah, director of highways, said the \$18,000,000 freeway is the longest single stretch of freeway to be opened since the State Highways Department and the Bureau of Public Roads teamed up on the Interstate Highways system in earnest ten years ago.

Prah said the new highway may surprise a large number of motorists for its scenic beauty. Gravel pits have been converted into small lakes and fishing spots; pine, fir and other trees line the route in many areas, and the highway, a split-level route in some sections, offers a panoramic view of snow-clad Mt. Stewart and the Kittitas farmlands.

"In addition to its scenic value, the new freeway will save a minimum of 15 minutes each day for approximately 20,000 persons who use this route," he explained. "It will replace a narrow, two-lane highway that has plagued our resident and visiting motorists for many years."

Fourteen different prime contractors have been engaged in construction that includes 31 bridges. Two rest areas, overlooking the Yakima River, are under construction to serve westbound and eastbound traffic. A special wire fence, eight feet high, has been erected along $4\frac{1}{2}$ miles of the route where elk congregated in past years.

(more)

FOR MORE INFORMATION

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The Cle Elum-Ellensburg section of the freeway is the scene of the first use of the slip-form paver, a large concrete paving machine that squeezes its mixture out in a manner quite similar to the action of a toothpaste tube. Since then, the revolutionary paver, capable of placing more than a mile of concrete 12 feet wide each day, has been used in Seattle, Renton, Tacoma, Yakima, Spokane and Bellingham.

The new highway incorporates the latest design features for highway safety, and workmen Friday were placing finishing touches on guard rails, signs, shoulders, fencing, lines and other aids for drivers who can speed over the route at 70 miles an hour.

The first ribbon-cutting will be staged near the entry point for the new highway at the West Cle Elum Interchange. Mayor Ray Owens of Cle Elum will welcome the celebrants and Miss CeCe Rushton, queen of the Central Washington's Logger Festival, will snip the red, white and blue ribbon with Governor Evans.

Following the program at Cle Elum, a motorcade will form to drive over the 24-mile route to an exit at the Ellensburg Access Road. Here, another short program will precede a second ribbon cutting. State Representatives Stewart Bledsoe and Sid Flanagan are listed as the principal speakers with Pahl scheduled to recognize the engineering-contractor construction team. Miss Nancy Driver, Ellensburg Rodeo Queen, and Governor Evans will lead the ribbon-cutting honors here.

The main speaking program will follow a luncheon at the Sue Lombard Dining Hall of Central Washington State College. George D. Zahn, chairman of the State Highway Commission, will serve as master of ceremonies and Mayor Sherman P. Bailey of Ellensburg will offer the rodeo city's welcome. State Senator Nat Washington and Pahl are scheduled to speak briefly and Governor Evans will close the ceremonies with his principal presentation.

A capacity crowd is expected for the luncheon and the entire program is slated to attract visitors from Yakima as well as communities along the entire route of the major highway between Seattle and the Idaho border.

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NEWS from the Washington State Highway Department

highway in highlands

August 4, 1967

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(more)

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NEWS

from the Washington State Highway Department

Vernita rest area

November 2, 1967

A green spot in the desert, a new safety rest area on State Highway 24 near Vernita in Yakima County, will be opened to motorists November 13, according to G. E. Mattoon, district engineer for the State Highways Department.

The 8 1/2-acre "oasis" is located immediately south of the toll plaza for the Vernita Bridge on the west side of the highway. The scenic new rest spot overlooks the Columbia River and the toll span. Nearly 362,000 vehicles per year now cross the river here according to latest traffic counts.

The \$105,000 Vernita rest site is among the first of more than 150 modern roadside stopping points planned for Washington highways. Recently opened facilities similar to the Vernita area include the Blue Lake Rest Area on State Highway 17 near Coulee City south of Grand Coulee Dam, and the Custer Rest Areas on Interstate 5 between Bellingham and Blaine.

Parking for as many as 50 vehicles at one time will be provided, plus 15 picnic tables, each seating from eight to ten persons. Five of the tables will be equipped with bright-colored canopies. A modern rest-room building of natural stone and concrete block enhances the landscaped setting.

Nearly four acres of the grounds have been seeded with grass. More than 200 trees have been planted, including Ponderosa Pine, Scotch Pine, Russian Olive, Red Oak, Honey Locust, and Poplar. The entire riverside area is fenced for the safety of children.

Service stations are rare in this part of Central Washington, making the new rest area an important addition for motorists crossing the Columbia River here.

Rest areas at convenient intervals not only provide for more enjoyable motoring but are also proven aids in combatting driver fatigue, thus promoting highway safety. A rested driver is more alert to traffic challenges and has better control of his vehicle.

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NEWS

from the Washington State Highway Department



MAPS READY

March 4, 1968

The 1968 edition of Washington's official highway map, encompassing the theme "a mountain of wonders in Washington", will be ready for public distribution soon.

State Highways Director Charles G. Prah1 reported that the initial copies were rolling off the presses Monday. A total printing of 400,000 copies was authorized by the State Highway Commission to help meet the ever-increasing demand from residents and visitors.

The new edition includes scores of highway construction projects which were completed last year on the Interstate and the regular state highway system. In addition to the large statewide map which covers nearly the entire face of the brochure, an enlarged map of the Puget Sound region is included.

Metropolitan maps of Seattle, Spokane and Tacoma, as well as 14 scenic photographs, are presented on the other side of the publication. Scenes include the colorful Palouse Canyon north of Walla Walla, the Columbia River Highway near Camas, the new Interstate 90 between Ellensburg and Cle Elum and a view of Seattle at night from the Freeway.

For the first time in several years, Mt. Rainier has been moved from the cover to an inside position on the official highway map. The 1968 cover presents a placid scene of Spirit Lake with Mt. St. Helens in the background.

(more)

FOR MORE INFORMATION

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MAPS READY

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March 4, 1968

The state highway map also includes helpful information on the location and facilities available at state parks, national forest service camps and a handy mileage chart. Hints for safe driving also are listed.

Prahl said the maps will be made available to the general public free of charge from such local agencies as chambers of commerce, district highway offices, motel groups.

Groups interested in receiving 25 or more copies may obtain them by writing to the Tourist Division of the Department of Commerce and Economic Development in Olympia. Lesser quantities are available from the public information office of the Department of Highways.

Prahl said that 325,000 copies were printed last year.

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NEWS

from the Washington State Highway Department

highways day

May 15, 1968

The Ellensburg Chamber of Commerce will observe "State Highways Day" Thursday in recognition of the state's award-winning highway in the highlands.

Charles V. Buhl, president of the Ellensburg business group, will preside at a luncheon to honor the Department of Highways and the State Highway Commission for the location, design and construction of Interstate 90 between Ellensburg and Cle Elum.

Business and public officials from the two cities, and others from communities in Yakima and Kittitas counties, are scheduled to join in the program.

The highway recently was cited by a panel of judges from national organizations as "one of America's prize highways" constructed during 1967. The Cle Elum-Ellensburg section, a 24-mile stretch of Interstate highway which hugs the Yakima River and hillsides nearby, was listed second to a section elevated freeway through Sacramento, California.

Washington's award-winning route includes fish ponds converted from gravel pits, impressive views of snow-capped mountain peaks, and fences nine feet high to prevent elk and deer from grazing along the right-of-way. Two modern rest areas are being completed in the vicinity of Indian John Hill, just east of Cle Elum.

Principal speaker at Thursday's luncheon will be George D. Zahn, chairman of the State Highway Commission. Charles G. Prahl, director of highways, is scheduled to

FOR MORE INFORMATION (more)

BILL DUGOVICH
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highways day
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May 15, 1968

receive a special tribute from the Ellensburg Chamber leaders.

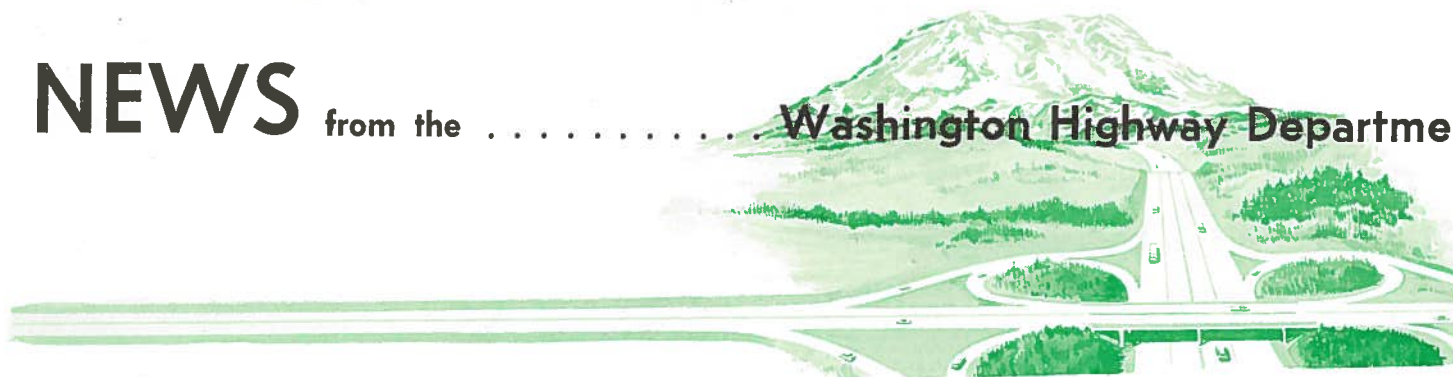
Officials of the United States Bureau of Public Roads and G. E. Mattoon, district engineer headquartered at Yakima, also will participate in the ceremonies at Ellensburg's Thunderbird Motel.

In another program scheduled at Seattle, Wallace M. Foster, assistant director for highway development, will accept the official recognition of the local chapter of the American Public Works Association for the Ellensburg-Cle Elum highway honor. Foster was the district engineer in charge of starting construction on the Interstate 90 section that gained the national honor.

Judges for the national highway contest were Engineering News-Record, the American Society of Landscape Architects, the Federal Highway Administration, the Automotive Safety Foundation, Urban America, Inc., and Parade Magazine.

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NEWS from the Washington Highway Department



freeway openings

November 18, 1968

Motorists will have an additional 50 miles of freeway driving between Seattle and Spokane by the end of this week.

Ceremonies are scheduled at 11:00 a.m. Wednesday to open the 26.9-mile section of Interstate 90 between Ellensburg and Vantage. The 23.4-mile stretch between Tokio and Fishtrap will be dedicated Friday, also at 11:00 a.m. Traffic will be using the new sections of freeway by noon on each successive day.

The two sections of Interstate 90 were scheduled to provide safe, high-speed driving in time for thousands of football fans who will be traveling to Spokane for the Washington State University-University of Washington football game this Saturday. The new four-lane freeway also will relieve congestion during heavy Thanksgiving holiday traffic.

The Wednesday ceremony will be held at the intersection of Interstate 90 and Interstate 82 south of Ellensburg. Representative Stewart Bledsoe of Ellensburg will deliver opening comments. The invocation will be given by Reverend Donald M. Meekhof of the Ellensburg Presbyterian Church. Charles G. Pahl, director of highways will be the principal speaker. Miss Ellensburg, Susan Pottratz, will cut the ribbon to officially open the section of highway.

After the opening ceremony, a caravan will form to take a short tour of the new freeway. It will proceed east to the Kittitas Interchange, make a U-turn and come back

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FOR MORE INFORMATION

Public Information Officer
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freeway openings
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November 18, 1968

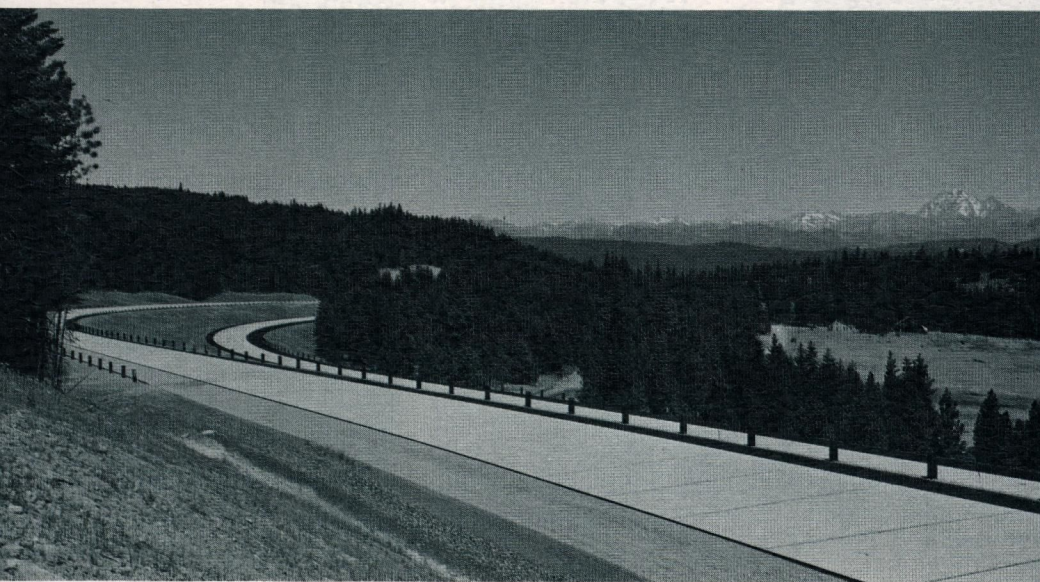
to Ellensburg for a luncheon at the Elks Temple.

Opening comments at the luncheon program will be given by Senator Nat Washington of Ephrata. George D. Zahn, chairman of the State Highway Commission will deliver the principal address.

The Friday dedication program will be held at the Fishtrap Interchange east of Sprague with Zahn giving the opening comments. The invocation will be delivered by Reverend Wayne Olsen of St. John Lutheran Church in Sprague. Senator Elmer C. Huntley of Thornton and Pahl are scheduled to speak. Jeannine Gill, Miss Washington Highways, will cut the ribbon to open the freeway to traffic.

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Official Opening



Cle Elum To Ellensburg

August 8, 1967

WASHINGTON STATE HIGHWAY COMMISSION



DANIEL J. EVANS
Governor, State of Washington



Sen. Nat Washington
Joint Committee on Highways



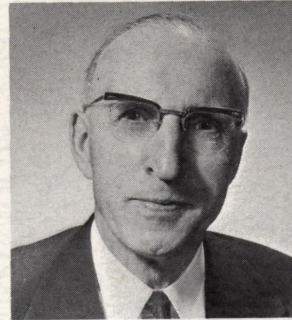
Rep. Stewart Bledsoe



Rep. Sid Flanagan



Sen. Al Henry
Chairman
Joint Committee on Highways



George D. Zahn
Chairman, Washington
State Highway Commission

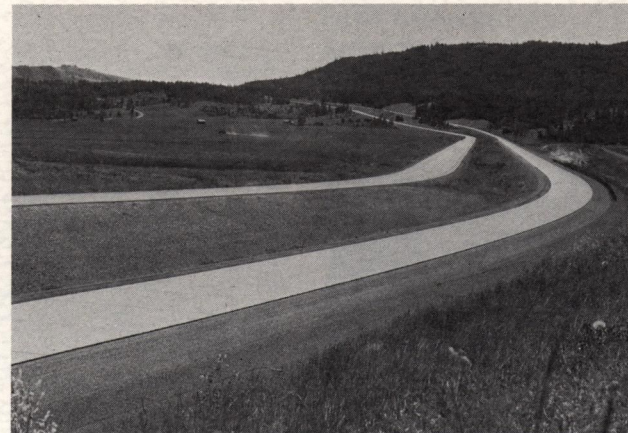
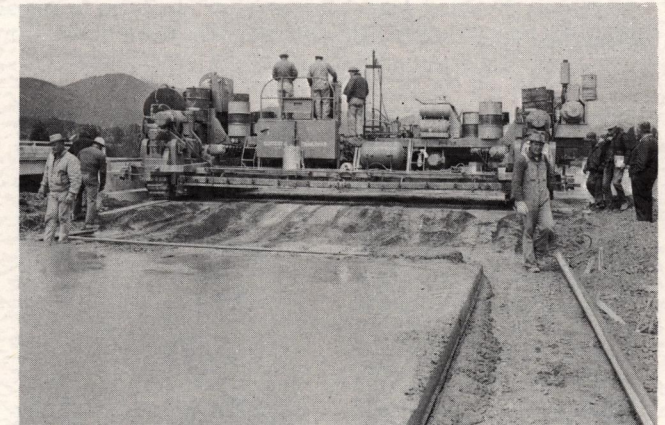


Charles G. Pahl
Director of Highways



The snarl of diesels straining against tons of earth became commonplace among the evergreens and meadows between Cle Elum and Ellensburg. More than \$16 million worth of construction had to be completed on this 23.5-mile highway before it began carrying traffic.

The first use of a slip-form paver in the State of Washington was on Interstate 90 near Cle Elum. Because this sophisticated machine carries its own forms, it has greatly speeded highway construction. On the Ellensburg to Cle Elum highway, the slip-form machine paved a record 8,705 feet in one day.



Labor Day driving will be much more pleasant this year because of the opening of the new Freeway. Last year up to 17,000 vehicles per day traveled the old two-lane route during Labor Day weekend. With the opening of the new four-lane divided highway, long lines of traffic behind slow-moving vehicles are eliminated.

Highway in the Highlands

With the snipping of the traditional ribbon today, one of the most beautiful sections of highway in the nation opens to traffic. The grand sweeping curves, the natural vegetation carefully preserved in the wide median, and the evergreen-studded hills through which the Freeway passes all combine to make the drive satisfying indeed.

For several miles the westbound traveler is treated to varying views of snow-capped Mt. Stuart and its accompanying range of mountains. The rugged beauty of these peaks changes with each season and atmospheric condition, providing an almost infinite variety of moods and colors.

And to the motorist accustomed to driving the older two-lane highway between Cle Elum and Ellensburg, the new Freeway promises welcome relief. No more worry about getting behind a slow-moving truck on a curve or a hill. No more long lines of traffic held back by a single snail-paced vehicle.

This section of Freeway provides a modern thoroughfare for today's high-speed automobile. Built according to Interstate standards, it is as safe a highway as engineers can build. When Interstate 90 is completed between Seattle and Spokane, it will be possible to drive from the one city to the other in slightly more than four hours.



Sherman P. Bailey
Mayor, Ellensburg



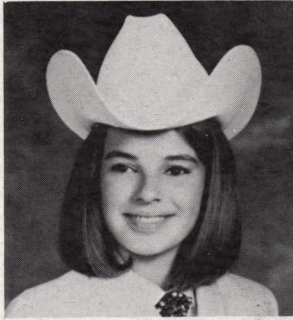
Ray Owens
Mayor, Cle Elum



G. E. "Buzz" Mattoon
District Engineer
Department of Highways



Roe P. Rodgers
Division Engineer
Bureau of Public Roads



Miss Nancy Driver
Ellensburg Rodeo Queen



Miss CeCe Rushton
Central Washington
Loggers' Festival Queen

PROGRAM

(West Cle Elum)

Welcome.....Mayor Ray Owens, Cle Elum

Comments.....George D. Zahn, Chairman, State Highway Commission

Ribbon Cutting....CeCe Rushton, Queen, Central Wash. Logger's Festival,
and Governor Daniel J. Evans

Immediately following the first ribbon-cutting, guests will form a motorcade to tour the Freeway from Cle Elum to Ellensburg. Numbered signs along the route correspond with the numbered map on the back cover of this booklet. Explanations of the points of interest accompany the map.

(Ellensburg)

Master of Ceremonies.....Don F. Broughton, Director, Transportation
Committee, Ellensburg Chamber of Commerce

National Anthem

Presentation of Colors.....Air Force ROTC Color Guard
Central Wash. State College

Invocation.....Rev. Maurice D. Swisher, First Christian Church

Comments.....Charles G. Pahl, Director of Highways

.....Rep. Stewart Bledsoe

.....Rep. Sid Flanagan

Ribbon-Cutting.....Miss Nancy Driver, Ellensburg Rodeo Queen, and
Governor Daniel J. Evans, assisted by state and
local officials.

LUNCHEON

(Sue Lombard Dining Hall, Central Washington State College)

Master of Ceremonies.....George D. Zahn, Chairman, State Highway
Commission

Welcome.....Mayor Sherman P. Bailey, Ellensburg

Comments.....Charles G. Pahl, Director of Highways

.....Sen. Nat Washington, Joint Committee on Highways

Principal Presentation.....Governor Daniel J. Evans

Joint Committee on Highways, 1967-69

SENATORS

Robert C. Bailey
Dewey C. Donohue
Lawrence John Faulk,
(liaison member)
Sam C. Guess
Elmer C. Huntley
Richard G. Marquardt
John T. McCutcheon
Frances Haddon Morgan
Lowell Peterson
Fred G. Redmon
Nat W. Washington

Sen. Al Henry, Chairman
Rep. Alfred E. Leland, Vice-Chairman
Rep. C. W. "Red" Beck, Secretary

REPRESENTATIVES

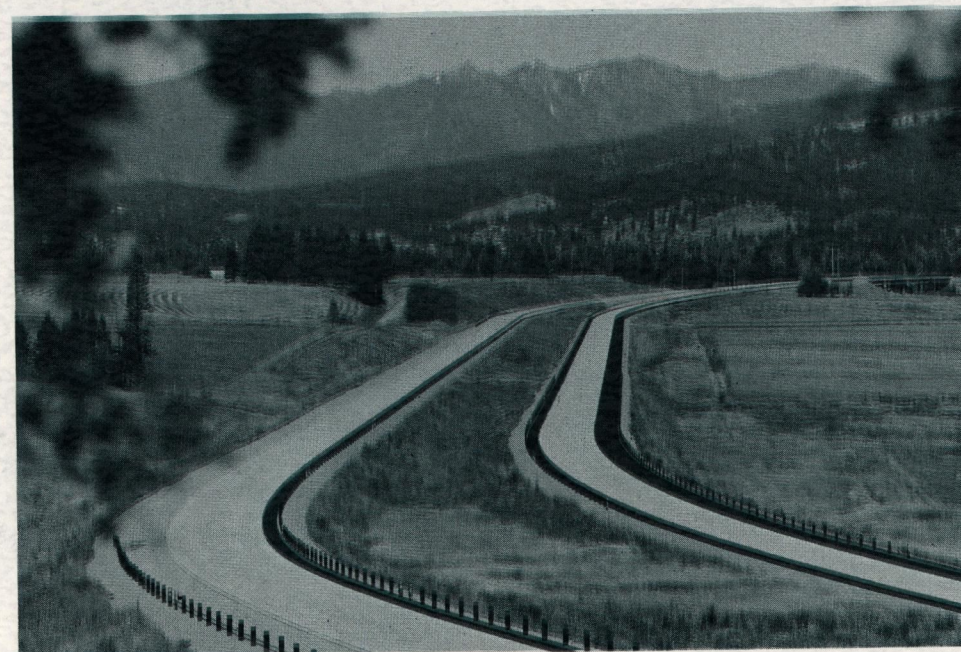
Duane Berentson
Horace W. Bozarth
Paul H. Conner
Norwood Cunningham
Avery Garrett
Brian J. Lewis
W. L. McCormick
Bob McDougall
Robert W. O'Dell
Jonathan Whetzel

KITTITAS COUNTY COMMISSIONERS

Howard Sorensen, Chairman
Lawrence A. Sharp J. McManamy

Primary Contractors

C.M.St.P.&P. RR and Peoh Rd. Overcrossing	Nelson Const. Co. of Ferndale....	\$ 330,385.50
Teanaway Jct. to Herrell's Corner, Bridge	Anderson Bridge Co., Inc.....	287,608.49
Oakes Ave. Undercrossing & Yakima River Bridge.....	Butler Const. & Engineering Co...	716,295.11
Yakima River Bridge to South Cle Elum	Scarsella Bros., Inc.....	533,069.86
Elk Hghts. Interchange & Taneum Rd. U'crossing	Nelson Const. Co. of Ferndale....	158,198.35
Highline Canal Siphon.....	Select Contractors	54,150.72
N.P. RR & So. Cle Elum Overcrossing.	Nelson Const. Co. of Ferndale....	633,625.46
Yakima River—Highline Canal.....	Peter Kiewit Sons' Co.....	999,940.61
W. Cle Elum to Yakima River, Signals	Northern Pacific Railway.....	19,471.20
Taneum Creek Bridge & Dam.....	Nelson Const. Co. of Ferndale....	161,897.96
W. Cle Elum to Yakima River.....	J. J. Welcome & Sons Const. Co...	1,003,030.63
Highline Canal-Rocky Canyon, Grading	Peter Kiewit Sons' Co.....	1,266,270.53
N.P. O'crossing & App. ECRC Line..	J. J. Welcome & Sons Const. Co...	171,351.38
Thorp & W. Ellensburg Interchanges.	Schaffer Const. Co.....	241,521.06
W. Cle Elum-Rocky Canyon, Paving.	Sather & Sons, Inc.....	3,200,869.18
Rocky Canyon-Yakima River, Grading	Northwest Const. Co.....	1,148,903.44
Rocky Canyon-Yakima River, Paving	Schultz & Lindsay Const. Co.....	2,001,939.10
Yakima River Bridge.....	Dale M. Madden Const. Co.....	646,811.50
Yakima River Overflow.....	Butler Const. & Engineering Co...	614,650.32
Yakima River-W. Ellensburg Interchange	J. J. Welcome & Sons Const. Co...	2,148,755.76
Dry Creek Dyke.....	Stoen Const. Co.....	105,563.00
TOTAL		\$16,464,308.86



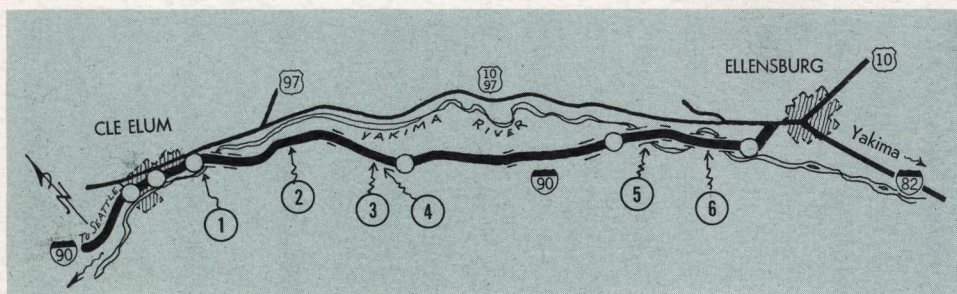
Construction on the new Freeway proceeded at full speed right up until opening day. As the photo shows, guard rails were not in place until just a few weeks before the highway was opened to traffic. The Department of Highways, in cooperation with its contractors, was able to open this section of Interstate 90 a full two months ahead of the original completion schedule.

DEPARTMENT OF HIGHWAYS PROJECT ENGINEERS

Joseph D. Aimone, C. A. Borris, J. E. Parkhill

THE FREEWAY IN BRIEF

Length	23.5 miles
Construction cost	\$16,464,308
Right-of-way cost	\$1,396,343
Driving time saved over old route	10 - 15 minutes
Bridges	31
Number of lanes	4
Rest areas (under construction)	2
Average daily traffic (1966, old highway)	7,969 vehicles
Projected average daily traffic (1975, Freeway)	14,700 vehicles
Projected average daily traffic (1990, Freeway)	20,000 vehicles
Elevation at highest point	2,359 feet



Freeway Tour Guide

1. This scenic lake was once a gravel borrow pit used in the construction of the Freeway. The shallow lake was recently stocked with trout and made available to outdoor enthusiasts.
2. At this serene spot, two roadside rest areas are under construction—one for eastbound and one for westbound lanes. The stop-off points afford travelers a majestic view of the rugged Mt. Stuart Range.
3. Far below, the present two-lane highway follows the meandering Yakima River. Interstate 90, built at a much higher level, climbs gracefully to a height of 2,359 feet at this point, then gently descends as it approaches the more level land surrounding Ellensburg.
4. A large herd of elk roams the hills between Cle Elum and Ellensburg. To prevent animal-accidents, the Department has installed about four-and-one-half miles of this special wire fencing along the highest section of highway. To the fascination of workers, several elk found their way inside the fences during certain phases of construction.
5. Winter maintenance is the primary reason for the change of paving material at this point. More snow will fall at the higher elevations—thus cement concrete was used for its greater resistance to damage from snow-removal equipment. Asphalt concrete pavement provides an excellent driving surface and was used where the annual snowfall is much lighter.
6. The course of the Yakima River was changed here to make way for the new Freeway. An interesting feature of the new man-made riverbed was the construction of a meandering fish channel to help the finny inhabitants feel more at home.

THE WASHINGTON STATE HIGHWAY COMMISSION

George D. Zahn, Chairman

Harold Walsh

James M. Blair, Sr.

Robert L. Mikalson

Baker Ferguson

Charles G. Pahl, Director of Highways, Ex-officio Member

ARRANGEMENTS

Mrs. Kay Hageman, Ellensburg Chamber of Commerce
 Mrs. Viola Deonigi, Cle Elum Chamber of Commerce
 Washington State Department of Highways

Prepared by the Public Information Office, Department of Highways
 William Dugovich, Public Information Director
 Larry D. Peabody, Highway Information Assistant

*You are cordially invited to attend the
official opening of the*
**CLE ELUM - ELLENSBURG FREEWAY,
INTERSTATE 90**

11 a.m., Tuesday, August 8, 1967

Ribbon-Cutting, West Cle Elum

Dedication, West Ellensburg Access Road

No-host Luncheon, Sue Lombard Dining Hall,

12:30 p.m., Central Washington State College

Sponsored by:

Washington State Highway Commission

Washington Department of Highways

Ellensburg Chamber of Commerce

Cle Elum Chamber of Commerce

R.S.V.P.
Ellensburg
925-3137