

January 12, 1959

News  
Washington State Highway Commission  
For Immediate Release

A total of \$1,762,714 has been allocated by the Washington State Highway Commission for state highway construction in Benton County over the 24-month period from July 1, 1959 through June 30, 1961, according to an announcement from the Commission offices in Olympia.

On State Highway No. 3, which runs along the Yakima River west from Kennewick through Prosser to the Yakima County line, a total of \$991, 464 has been allocated. On the branch of State Highway No. 8 between the Klickitat County line and Kennewick, a total of \$449,000 has been set aside.

State Highway No. 3-R, which carries traffic from Benton City east, will be allocated \$50,700, and allocations on State Highway No. 11-A from Moxee to Cold Creek will total \$271,550.

Item 587, Moxee to Cold Creek, includes funds earmarked for use on highway No. 11-A in both Yakima and Benton Counties.

A detailed list of the projects included during the 24-month period is attached.

# BENTON COUNTY

## PSH NO. 3 TEANAWAY JCT. TO CENTRAL FERRY & PLYMOUTH

113	Ellensburg to Umatilla Bridge: Reconnaissance; 33.0 miles	19,600
126	Prosser to Kiona, Sec. 2: Erosion Control 6.84 miles	6,000
127	Kiona Westerly: Grad., Surf. & Paving 3.10 miles	324,700
128	Richland Jct. to Kennewick: Pavement Resurfacing & LBST on Shoulders 6.59 miles	226,000
129	Richland Jct. to Kennewick: Fencing 5.39 miles	9,300
130	Kennewick Vic., Vista Road Interchange: Grad., Surf., Paving & Bridge	396,600
139	Teanaway Jct. to Central Ferry: Channelization, Signals, Signs & Illumination	9,264
Total		<u>\$ 991,464</u>

## PSH NO. 8 LEWIS & CLARK HIGHWAY, VAN. TO KENN.

230	Klickitat Co. Line to Paterson: Glade Creek Bridge No. 8-MK/10 & Approaches	69,000
231	Klickitat Co. Line to Glade Creek Vic.: Grad., Surf., & Paving 7.20 miles	200,000
232	Klickitat Co. Line to Glade Creek: Roadside Improvement & Erosion Control 7.20 miles	7,000
233	Kennewick Southerly: Grad., Surf., & Paving 1.86 miles	154,500
234	Kennewick Vic. Kennewick Ave. to Jct. PSH No. 3 N.S.S. Seal 1.41 mi.	2,600
235	Kennewick: Fencing: 0.65 mile	6,900
236	Klickitat Co. Line to Jct. PSH No. 3 in Kennewick: Channelization, Signals, Signs & Illumination	9,000
Total		<u>\$449,000</u>

## SSH NO. 3-R

507	Richland Jct. to Yakima River: Pavement Resurfacing 1.10 mile	41,700
508	Fallon Bridge No. 3-R/3: Sidewalk	9,000
Total		<u>\$50,700</u>

## SSH NO. 11-A

587	Moxee to Cold Creek: Loc. 6.28 mile	6,950
589	West A.E.C. Boundary Vic. Grad., Surf., & LBST 0.20 mile	26,200
590	Vernita Ferry: Vic. N.S.S. Seal 0.66 mile	900
591	A.E.C. Boundary Easterly: Grad., Surf. & LBST 638 mile	237,500
Total		<u>271,550</u>
Total for County		<u><u>\$1,762,714</u></u>

January 12, 1959

News  
Washington State Highway Commission  
For Immediate Release

A total of \$54,642,549 has been budgeted for state highway construction in King County by the Washington State Highway Commission during the 24-month period from July 1, 1959 through June 30, 1961, according to an announcement from the Commission offices in Olympia.

On State Highway No. 1 (U.S. 99) the Commission has allotted \$48,815,758. Out of this a total of \$5,077,784 has been allocated for the East Lake Washington Loop, and \$744,800 on the Bothell branch of State Highway No. 2. Seattle Via Lk. Wash. Br. to upper crossing Snoqualmie River has been allocated \$1,413,900, and the Auburn to Echo Lake Branch of State Highway 2 will receive \$970,000.

On State Highway No. 5, the Commission has allocated a total of \$527,332 for construction work.

For State Highway No. 15, Stevens Pass, \$34,295 has been allocated, and for the Bothell to Monroe branch of the same highway, \$252,600 has been set aside.

For State Highway 1-L \$1,300,000 has been allocated.

Items 47 and 31 include funds for work on State Highway No. 1 in King, Snohomish, Skagit and Whatcom Counties.

A detailed list of the highway construction projects planned for the 24-month period is attached.

KING COUNTY

PSH NO. 1 PACIFIC HIGHWAY PIERCE CO. LINE TO INTERNATIONAL BOUNDARY

22. Pierce Co. Line to Jct. SSH No. 5-A: Grad., Surf., Paving & Bridges 9.72 miles	7,896,300
23. Jct. Libo Road: Channelization, Signals, Signs & Ill. 0.50 mi.	58,000
24. So. 170th St. to So. 176th St.: Drainage Improvement 0.47 mile	25,000
25. Bow Lake Northerly: Channelization & Ill. 0.95 mile	85,000
26. West Marginal Way, So. 118th St. to 1st Ave. So. Bridge: Grad. Six Lanes, Surf., & Paving Four Lanes & Bridge 3.55 miles	3,017,600
27. West Marginal Way, So. 118th St. to 1st Ave. So. Bridge: Roadside Improvement 3.55 miles	7,500
28. City of Seattle So. C/L to No. 90th St.: Loc. 13.60 miles	500,000
29. City of Seattle East Marginal Way, 16th Ave. So. to 14th Ave. So. & Webster St. to Ellis St.: Widening & Pavement Resurfacing 0.47 mile	17,400
30. City of Seattle 1st Ave. So., Horton St. to Atlantic St.: Pavement Resurfacing 1.44 miles	94,000
31. City of Seattle Jackson St. to E. Galer St. R/W: 2.50 miles	10,911,716
32. City of Seattle Galer St. to Lakeview Blvd. Bridge 0.37 mile	6,771,000
33. City of Seattle: Lakeview Blvd. to Shelby St.: Grad., Surf., & Bridges 0.63 mile	5,134,000
34. City of Seattle E. 43rd St. to E. 75th St.: Grad., Surf., & Bridges 1.45 miles	5,088,000
35. City of Seattle Ravenna Blvd. Overcrossing: Grad. & Bridge 0.26 mi.	3,890,000
36. No. 90th St. in Seattle to Snohomish Co. Line: Loc. 6.00 miles	150,000
37. City of Seattle Aurora Ave., No. 115th St. to No. 145th St.: Pavement Resurfacing 1.50 miles	88,000
38. Pierce Co. Line to Internatl. Boundary: Channelization, Signals & Illumination	4,428

Total

\$43,737,974

PSH NO. 1 EAST LAKE WASHINGTON LOOP

49. Jct. PSH No. 1 (FAI-5) to Jct. PSH No. 2-RE: Grad., Surf., Paving & Bridges 4.50 miles	5,007,584
50. Northrup Road to Jct. SSH No. 2-D: Grad., Surf., & Paving Frontage Road 0.60 mile	70,200

Total

\$5,077,784

PSH NO. 2-SUNSET HIGHWAY SEATTLE VIA LAKE WASHINGTON BRIDGE TO UPPER XING SNOQUALMIE R.

69.	Lake Washington Bridge No. 2/638: Revise Hatch Covers	6,000
70.	Mercer Island: Median Paving 1.00 mile	3,000
71.	Factoria to Issaquah: R/W (Partial) 7.40 miles	1,000,000
72.	Eastgate Vic.: Drainage Improvement 0.37 mile	5,000
73.	Mercer Slough Bridge to Issaquah: Median Paving 2.50 miles	7,000
74.	Lake Sammamish State Park Vic.: Median Paving & LBST on Shoulders 0.70 mile	7,000
75.	Lake Sammamish State Park Vic.: Signs & Illumination	16,400
76.	Issaquah to North Bend: Bridge Design & R/W 12.70 miles	312,000
77.	Highpoint to Preston: Pavement Resurfacing 2.18 miles	54,500
78.	Seattle to <del>Upper</del> Crossing Snoqualmie River: Channelization, Signals, Signs & Illumination	<u>3,000</u>
Total		\$1,413,900

PSH NO. 2 (CONT'D) BOTHELL BRANCH

99.	Kenmore Vic.: Channelization & Ill. 0.80 mile	120,000
100.	Kenmore Vic.: Drainage Improvement	25,000
101	Jct. Old PSH No. 2-B0 to Jct. SSH No. 2-A: Grad., Surf., Paving & Bridges 0.57 mile	544,100
102	Fall City Westerly: Fill Stabilization	4,600
103	Snoqualmie River Bridges No. 2-B0/4 & No. 2-B0/6: Treated Timber Sidewalks	9,100
104	Seattle to North Bend: Channelization, Signs, Signals & Ill.	<u>42,000</u>
Total		\$744,800

PSH NO. 2-RENTON BRANCH

105	Issaquah Creek Bridge No. 2-RE/2: Treated Timber Sidewalks	1,300
106	Seattle to Issaquah: Channelization, Signals, Signs & Ill.	<u>5,200</u>
Total		\$6,500

PSH NO. 2-ECHO LAKE BRANCH

107	Auburn to Jct. SSH No. 5-A: Roadside Improvement & Erosion Control 7.17 miles	15,000
108	Jct. SSH No. 5-A to Jct. PSH No. 5: Roadside Improvement & Erosion Control 4.00 miles	10,000
109	Hobart to Summit: Grad., Bridge Design & Bridges 3.79 miles	578,150
110	Summit to Echo Lake: Grad., Bridge Design & Bridges 4.17 miles	<u>366,850</u>
	Total	\$970,000

PSH NO. 5 NATL. PARK HIGHWAY-SEATTLE VIA RENTON, AUBURN, & ENUMCLAW TO CHINOOK PASS

166	Jct. PSH No. 1 (FAI-B5) to Jct. PSH No. 2-EL: Loc. & R/W (Partial) 11.56 miles	368,500
167	Kent Vic.: Pavement Resurfacing 0.20 mile	5,000
168	Auburn to Enumclaw: Curve Revisions 1.01 miles	86,500
169	Enumclaw Westerly: Pavement Resurfacing 2.71 miles	40,700
170	White River Bridge No. 5/304: Bridge Reconstruction	1,250
173	Seattle to Chinook Pass: Channelization, Signals, Signs & Ill.	<u>17,582</u>
	Total	\$519,532

PSH NO. 5 MAPLE VALLEY BRANCH

205	Renton to Enumclaw: Channelization, Signals, Signs & Ill.	<u>7,800</u>
	Total	\$7,800

SSH NO. 1-J

422	City of Seattle: Channelization, Signals, Signs & Ill.	<u>800</u>
	Total	\$800

PSH NO. 15-STEVEENS PASS HIGHWAY-EVERETT TO JCT. PSH NO. 2

353	Deception Creek Bridge No. 15/102: Sidewalk Construction	4,000
354	Everett to Deception Creek: Channelization, Signals, Signs & Ill.	3,575
355	Deception Creek to Chelan Co. Line: Loc. 7.94 miles	25,000
359	Deception Creek to Jct. PSH No. 2: Channelization, Signals, Signs & Illumination	<u>1,720</u>
	Total	\$34,295

PSH NO. 15-BOTHELL TO MONROE

360	Jct. SSH No. 2-A to Jct. Exist. SSH No. 1-A: Surf., & Paving 3.12 mi.	242,600
361	Jct. SSH No. 2-A to Jct. Exist. SSH No. 1-A: Roadside Improvement & Erosion Control 3.12 miles	<u>10,000</u>
Total		\$252,600

SSH NO. 1-K

423	DesMoines Northerly: Drainage Improvement 0.40 mile	15,000
424	DesMoines to Ambaum Road Loc: 4.65 miles	35,000
425	Meyers Way, South 112th St. to S.W. 106th St.: Channelization, Signals, Signs & Ill. 0.30 mile.	60,000
426	Seattle to S. C/L Vic.: Retaining Wall	6,000
427	Midway to Seattle: Channelization, Signal, Signs & Ill.	<u>2,500</u>
Total		\$118,500

SSH NO. 1-L

428	Jct. SSH No. 1-K to Jct. PSH No. 1(FAI-5): Grad., Surf., Paving & Bridge 3.26 miles	<u>\$1,300,000</u>
Total		\$1,300,000

SSH NO. 1-V

465	Redondo Vic., Bridge No. 1-V/2: Bridge Reconstruction 0.50 mile	75,000
466	Redondo Pit Westerly: Drainage Improvement 0.19 miles	5,000
467	Pierce Co. Line to Jct. SSH No. 1-K: Channelization, Signals, Signs & Illumination	<u>1,500</u>
Total		\$81,500

SSH NO. 2-B

475	Jct. PSH No. 1 to Jct. PSH N. 2-BO: Channelization, Signals, Signs & Illumination	<u>1,000</u>
Total		\$1,000

SSH NO. 2-D

476	Jct. PSH No. 1 to Kirkland: Loc., Bridge Design & R/W 1.27 miles	45,000
477	Issaquah Vic. to Kirkland: Channelization, Signals, Signs & Ill.	<u>1,800</u>
Total		\$46,800



SSH NO. 5-A

512	Jct. PSH No. 1 to Jct. PSH No. 1 (FAI-5): Grad., Surf., & Paving 0.17 mile	111,000
513	Kent Westerly: Cribbing For Fill Support	10,000
514	Jct. PSH No. 1 to Jct. PSH No. 5: Channelization, Signals, Signs & Ill.	<u>29,500</u>
	Total	\$150,500

SSH NO. 5-B

515	Auburn to Jct. SSH No. 5-A: Channelization, Signals, Signs & Ill.	<u>1,000</u>
	Total	\$1,000

SSH NO. 5-C

516	Jct. SSH No. 5-A to Renton: Channelization, Signals, Signs & Ill.	<u>1,000</u>
	Total	\$1,000

SSH NO. 5-D

518	Pierce Co. Line to Jct. PSH No. 1: Channelization, Signals, Signs & Illumination	<u>600</u>
	Total	\$600

SSH NO. 5-M

535	Jct. PSH No. 1 (FAI-5) to Jct. PSH No. 1 at So. 118th St.: Loc. & R/W 1.42 miles	143,700
536	Green R. Bridge No. 5-M/7: Deck Reconstruction	13,000
537	Jct. PSH No. 5 to Jct. PSH No. 1: Channelization, Signals, Signs & Illumination	<u>2,000</u>
	Total	\$158,700

SSH NO. 15-B

637	Tolt River Bridge No. 15-B/113: Reconstruct Timber Portion of Steel Span	15,500
638	Falls City to Monroe: Channelization, Signals, Signs & Ill.	<u>1,464</u>
	Total	<u>\$16,964</u>
	Total for County	\$54,642,549



NEWS

For Release 12:00 Noon, Monday, January 12, 1959

#### WASHINGTON STATE HIGHWAY COMMISSION

More than \$200 million has been requested from the 1959 legislative session by the Washington State Highway Commission for state highway construction, maintenance and administration for the 24-month period, July 1, 1959 through June 30, 1961.

Construction of new state highways under the proposed budget would require a total of \$156,156,180, of which \$44,995,129 would be from state funds and \$111,161,051 would be in the form of Federal aid.

Of the \$156 odd million, \$137,709,280 would be spent on the primary state highway system. State funds would supply \$33,113,679 of this amount and \$104,595,601 would be from Federal sources.

Most of this money, a total of \$98,325,030 is ear-marked for the Interstate highway system (U. S. 10 and 99) and was made possible under the terms of the Federal Aid Highway Acts of 1956 and 1958.

Construction on the secondary highway system would take \$18,446,900, of which \$11,881,450 would be from state funds and \$6,565,450 from Federal sources.

Under the proposed budget, a total of \$22,667,185 would be set aside for maintenance of the approximately 6,600 miles of state highway. For administration costs, \$12,822,920 has been requested. For planning survey and research operations, \$2,405,602 has been requested.

A total of \$438,900 would be spent for buildings and for other capital outlay purposes under the proposed budget.

A detailed summary of the Commission budget follows for the 24-month period, July 1, 1959 through June 30, 1961.

Construction on State Highway Systems

\$156,156,180

Primary System

State Funds

\$ 33,113,679

Federal Funds

104,595,601

\$137,709,280

Secondary System

State Funds

\$ 11,881,450

Federal Funds

6,565,450

\$ 18,446,900

Maintenance on State Highway System

22,667,185

Administration

12,822,920

Capital Outlay

438,900

Planning Survey and Research Operations

2,405,602

Also, \$6 million in Federal aid is listed for county roads and city streets.

This is by far the largest highway construction and maintenance budget ever submitted by the Highway Commission to the Legislature of the State of Washington.

There are essentially two reasons why it is the largest. The first and most important is the fact that the Congress passed the Federal Aid Highway Acts of 1956 and 1958, which increased considerably the amount of Federal aid for Washington state highways. The second reason is that state revenues from gasoline taxes and motor vehicle fees over the two-year period are expected to increase.

January 12, 1959

Washington State Highway Commission

News

For Release Noon-January 12, 1959

A record multi-million dollar highway budget has been sent to the 1959 session of the Legislature. It calls for construction on about 2,050 miles of highway during the biennium beginning July 1, 1959 and ending June 30, 1961--more than any other highway construction budget in-history. It calls for spending more money for roads, for bridges, for rights of way.

A total of \$156,156,180 has been set aside for building new highways. Of that amount, \$111,161,051 is to be paid from Federal aid highway funds; the balance, \$44,995,129 is to come from regular state motor vehicle funds.

Almost 3 times as much money will come from Federal funds as will come from state funds.

The primary highway system will get the bulk of the funds. A total of \$137,709,280 has been ear-marked for construction on the primary system and \$18,446,900 has been set aside for the secondary highway system.

A look at the budget shows the following breakdown by item.

Miles To Be Built	Primary System <u>1452.75</u>	Secondary System <u>596.98</u>
Preliminary Engineering	\$4,675,000	\$1,087,900
Right of Way	25,893,546	2,127,100
Paving	14,300,550	1,980,000
Grading and Miscellaneous	30,995,080	3,609,800
Grading and Surfacing	10,193,900	1,448,600
Surfacing	7,130,400	3,207,600
Bridges	41,587,820	4,077,500
Bituminous Surface	842,000	483,900
Channelization, Signals, Signs and Illumination	2,090,784	424,500

A look at the construction budget shows that state highway 1 (U.S. 99) gets most of the funds. Following is a breakdown by highway.

#### SUMMARY - ALL PRIMARY STATE HIGHWAYS

PSH No. 1	\$75,712,830	PSH No. 14	\$ 102,500
PSH No. 2	17,615,200	PSH No. 15	1,788,600
PSH No. 3	9,744,250	PSH No. 16	157,200
PSH No. 4	183,000	PSH No. 17	124,800
PSH No. 5	3,048,600	PSH No. 18	35,000
PSH No. 6	477,000	PSH No. 21	147,900
PSH No. 7	9,158,100	PSH No. 22	<u>4,000</u>
PSH No. 8	3,826,700	Total-All PSH	\$137,709,280
PSH No. 9	7,070,000		
PSH No. 10	2,988,200		
PSH No. 11	1,582,500		
PSH No. 12	3,833,000		
PSH No. 13	109,900		

# SUMMARY - ALL SECONDARY STATE HIGHWAYS

SSH No. 1-A	\$1,758,600	SSH No. 2-I	\$156,900
SSH No. 1-B	66,300	SSH No. 2-J	199,900
SSH No. 1-C	109,600	SSH No. 3-A	22,300
SSH No. 1-D	473,900	SSH No. 3-B	132,200
SSH No. 1-E	330,300	SSH No. 3-D	7,800
SSH No. 1-F	3,300	SSH No. 3-E	12,700
SSH No. 1-G	1,500	SSH No. 3-H	283,800
SSH No. 1-H	800	SSH No. 3-J	9,900
SSH No. 1-I	81,600	SSH No. 3-K	9,300
SSH No. 1-J	800	SSH No. 3-L	38,100
SSH No. 1-K	118,500	SSH No. 3-P	700
SSH No. 1-L	1,300,000	SSH No. 3-R	50,700
SSH No. 1-M	11,000	SSH No. 4-A	500
SSH No. 1-N	60,700	SSH No. 4-B	16,600
SSH No. 1-P	61,000	SSH No. 5-A	150,500
SSH No. 1-Q	49,500	SSH No. 5-B	1,000
SSH No. 1-R	16,000	SSH No. 5-C	1,000
SSH No. 1-S	716,000	SSH No. 5-D	6,900
SSH No. 1-T	921,500	SSH No. 5-E	6,000
SSH No. 1-U	22,500	SSH No. 5-G	859,000
SSH No. 1-V	114,000	SSH No. 5-H	242,300
SSH No. 1-W	114,300	SSH No. 5-I	2,100
SSH No. 1-X	2,000	SSH No. 5-J	1,400
SSH No. 1-Y	349,800	SSH No. 5-K	5,000
SSH No. 1-Z	300	SSH No. 5-L	500
SSH No. 2-B	1,000	SSH No. 5-M	158,700
SSH No. 2-D	46,800	SSH No. 5-N	18,800
SSH No. 2-F	22,000	SSH No. 6-A	414,400
SSH No. 2-H	176,000	SSH No. 6-B	195,400

SSH No. 7-C	887,900	SSH No. 12-B	1,234,500
SSH No. 8-A	71,000	SSH No. 12-C	27,200
SSH No. 8-B	4,500	SSH No. 12-D	18,500
SSH No. 8-C	9,700	SSH No. 12-E	15,500
SSH No. 8-D	24,500	SSH No. 12-F	6,000
SSH No. 9-A	270,000	SSH No. 12-H	70,800
SSH No. 9-C	3,200	SSH No. 13-A	768,500
SSH No. 9-D	1,000	SSH No. 14-A	7,600
SSH No. 9-E	284,800	SSH No. 15-A	357,500
SSH No. 9-F	1,000	SSH No. 15-B	21,600
SSH No. 10-A	90,600	SSH No. 15-C	11,100
SSH No. 10-B	258,800	SSH No. 15-D	300,500
SSH No. 10-C	46,000	SSH No. 17-A	429,500
SSH No. 10-D	1,348,700	SSH No. 21-A	97,200
SSH No. 11-A	445,000	SSH No. 21-B	3,800
SSH No. 11-B	550,600	SSH No. 21-C	32,500
SSH No. 11-F	349,900	SSH No. 22-A	<u>156,800</u>
SSH No. 11-G	305,100	Total - All SSH	\$18,446,900
SSH No. 12-A	1,500		

12.

SUMMARY OF FINDINGS  
ROUTE NINE

Length of Interstate Construction 105.70 Miles

Washington	80.63	Miles
Oregon	25.07	Miles

Total Travel Distance - Granger to Pendleton 105.70 Miles

Total Vehicle Miles of Travel on Interstate 82 in 1990 = 383,358,000

Average Annual Daily Traffic Volume per Mile of Construction 9,911

Number of Interchanges	-	17	
Average Interchange Spacing	-	6.2 miles	
Maximum Grade	-	5.30%	
Miles of Roadway over 3% Grade	-	19.64	
Right of Way Requires	7	- Commercial)	
	22	- Residential ) Buildings	
	0	- Industrial )	

Estimated Cost of Construction:

Interstate 82	-	\$63,276,000
Related Improvements	-	9,064,000
Total		<u>\$72,340,000</u>

Estimated Annual Maintenance Costs	Total	-	\$982,000
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Average Annual Amortizing Cost (5% Interest)	-	\$3,925,000
Total Annual Cost of Future Network	-	\$4,907,000
Annual Road User Savings	-	\$5,988,000
Benefit Cost Ratio	-	1.54
Rate of Return	-	8.3%
Added Economic Benefit	-	\$16,920,000
Added Benefit Ratio	-	4.35
Rate of Return	-	23.4%
Combined Road User & Added Benefits	-	\$22,908,000
Combined Benefit Cost Ratio	-	5.89
Combined Rate of Return	-	31.7%

RANK: Road User Benefits	-	4
Additional Benefits	-	1
Total Benefits	-	1



## CONSULTANT'S RECOMMENDATION

From the ten alternate routes which were given serious consideration, the consulting engineering firm of Gray, Osborne and Lochner has recommended the route described below. This recommendation will be reviewed by the Washington State Highway Commission and the Oregon Highway Commission.

The findings of the Commissions will be submitted to the U. S. Bureau of Public Roads for its review before final adoption.

The descriptions follows:

. . . .beginning at westerly terminus of study at a point on south margin of Yakima River directly south of Granger, continuing to a crossing of the Yakima River northeasterly of Satus, developing along marginal lands on north side of Yakima River to the vicinity of Prosser; near Prosser two alternates are offered here -- the selection of these will require further analysis of the designs, south or east for a distance of approximately 3 miles; east of Prosser the recommended route is essentially located along the existing Sign Route U. S. 410 to Kiona; from Kiona the route continues east to a crossing of the Yakima River southwest of Richland and a crossing of the Columbia River near Columbia Point. From this point the route proceeds easterly to a point north of Columbia Basin Junior College and south of the Pasco Municipal Airport to a connection with existing U. S. 410 east of Pasco; the alignment continues on U. S. 410 to the vicinity of Wallula and proceeds into Oregon just west of Vansycle Canyon and approximately seven miles west of Helix, Oregon to a connection with Interstate 80-N west of the Pendleton Airport.

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The consultants stressed that this is a corridor for the recommended location. Detailed designs and economic analyses would determine the most feasible within the corridor described above.

BOOKKEEPING, AUDIT AND ACCOUNTING METHODS OF STATES IN  
CONNECTION WITH STATE AND FEDERAL HIGHWAY PROGRAMS

Mr. MAGNUSON. Mr. President, yesterday, before the House Public Works Committee and its subcommittee under the chairmanship of the Honorable JOHN BLATNIK, of Minnesota, who is doing such a fine, outstanding public service in connection with the proper administration and utilization of our highway funds, there occurred a colloquy between members of the committee and one of the top accounting and auditing officials of the Bureau of Public Roads.

The tenor of Congressman BLATNIK'S inquiry was directed toward the appalling status of the accounting and controls systems of some few states with relation to the bookkeeping, audit and accounting methods utilized by those few States in allocating vast sums of money for the State and Federal highway programs in those States. This top accountant of the Bureau of Public Roads pointed out that in some States these accounting, control, and audit methods were of the stone age variety and quality. However, in answer to a direct question by the Committee as to what State had the best control, auditing, accounting system, I am pleased to report, Mr. President, that my own State, the State of Washington was named as the best.

This directly reflects great credit to the Governor and highway officials of my own State, but I think I should take this opportunity in all honesty to report to you, to the Senate, and to the public generally that this did not come about by virtue of some accountant's adopting a proper control system. This enviable result comes about because for the last 10 years and prior to and in anticipation of this accelerated Federal road program, the responsibility for such controls, the proper operation of the highway department, and the utilization of funds was a major project of the legislature in my State, under the direction and control of my most able colleague, who is now the Representative of the Third District of Washington, Mrs. JULIA BUTLER HANSEN. During her entire service in the Washington State Legislature, prior to her election to Congress, and more particularly during the last 10 or 12 years of her service as chairman of the Committee on Highways in the House of Representatives, as chairman of the Joint House and Senate Interim Committee on Highways, and as chairman of a panel of legislators created by the Council of State Governments, called the Western Interstate Highway Policy Committee, she worked diligently and successfully in creating in Washington an outstanding system of administration of State highway problems. At the time of the institution of this program by Mrs. HANSEN, we had the same sorry, inept, and politically directed highway department as existed in many other parts of the country. Through changing political administrations, through pork-barrel distribution of highway funds, and many other loose and lax practices built into the State government highway administration, during one period of time we had 3 highway directors in 10 years.

An orderly program of correction of this loose and lax procedure was instituted under the direction of JULIA BUTLER HANSEN; and with the complete support and approval of a highway advisory group in my State, a bipartisan, capable board of directors was placed in charge of highway administration with full authority to employ and utilize competent personnel on a nonpolitical basis. This commission has employed an outstanding highway director, Mr. William A. Bugge, who has been honored in the highway field by election to the high post of chairman of the American Association of State Highway Officials, and, more recently, as chairman of the National Highway Research Board.

Since the creation of this proper and well-designed highway administration, these controls and audit systems have developed. Highway funds in my State are under the constant supervision of this highway commission, a bipartisan joint house-senate interim committee which operates during and between sessions of the legislature, and a most competent highway user group that participates in the planning, utilization, and distribution of highway funds and provides proper research money for the constant supervision and utilization necessary. In addition to the compliment my State has received in relation to audit, and controls, I am proud to report that our State stands in the first group of States with relation to the completion of its Federal and State highway program.