WASHINGTON STATE HIGHWAY COMMISSION

WASHINGTON TOLL BRIDGE AUTHORITY

The 2ND LAKE WASHINGTON FLOATING BRIDGE ★ ★ ★

Roanoke Expressway and Sections of the Seattle Freeway

★

OFFICIAL OPENING

AUGUST 28th

1963

★

Wa ating

WA STATE DOT LIBRARY

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WASHINGTON TOLL BRIDGE AUTHORITY

GOVERNOR ALBERT D. ROSELLINI
Chairman

CHARLES W. HODDE

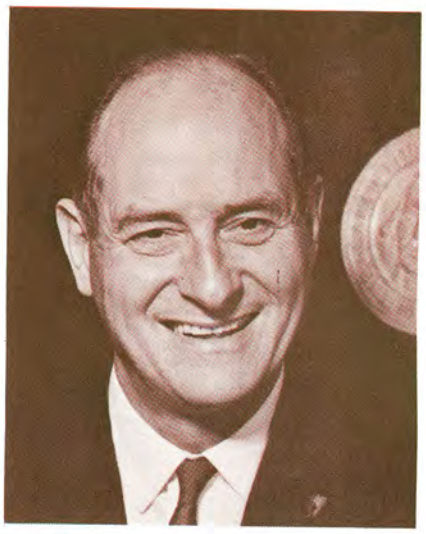
ERNEST A. COWELL

JAMES M. BLAIR, SR.

RICHARD H. DOUGLAS

WALTER E. McKIBBEN, Acting Director of Highways
Ex Officio

DARRELL B. HEDGES
Executive Secretary of The Authority



The Honorable Albert D. Rosellini
Governor
State of Washington

WASHINGTON STATE HIGHWAY COMMISSION

ERNEST A. COWELL, Chairman

ROBERT L. MIKALSON, Commissioner

GEORGE D. ZAHN, Commissioner

JAMES M. BLAIR, SR., Commissioner

IRVING CLARK JR., Commissioner

WALTER E. McKIBBEN, Acting Director of Highways
Ex Officio

LORENZ GOETZ, Secretary of the Commission

Ernest A. Cowell
Chairman

George D. Zahn
Vice-Chairman

Robert L. Mikalson
Commissioner

James M. Blair, Sr.
Commissioner

Irving Clark Jr.
Commissioner

Walter E. McKibben
Acting Highway Director

C. C. Nichols
Assistant Director for Toll Facilities

George H. Andrews
District Engineer
District No. 7

Paul McKay
District Engineer
District No. 1

Official Opening Program

JACK GORDON
Master of Ceremonies

NATIONAL ANTHEM . . . . . 13th Naval District Band
Robert Lee Brown, Chief Musician, USN

INVOCATION . . . . . Rev. Dr. Robert Boyd Munger
Pastor, University Presbyterian Church

Speakers
(in order of appearance)

THE HONORABLE GORDON S. CLINTON
Mayor, City of Seattle

GEORGE F. KACHLEIN, JR.
President, American Automobile Association

SCOTT WALLACE
Representing the East Lake Washington Communities

ED MUNRO
Chairman, Board of King County Commissioners

WALTER E. McKIBBEN
Acting Director of Highways

ERNEST A. COWELL
Chairman, Washington State Highway Commission

CLARENCE D. MARTIN
Under Secretary of Commerce for Transportation

THE HONORABLE ALBERT D. ROSELLINI
Governor of the State of Washington
Chairman, Washington Toll Bridge Authority

MONTLAKE INTERCHANGE WITH THE ROANOKE EXPRESSWAY

The Montlake Interchange is a vital and integral link in the system of highways comprising the Lake Washington Floating Bridge, Roanoke Expressway and Seattle Freeway. It is located in the Montlake District of Seattle and provides an essential connection for traffic originating or terminating along one of Seattle's most heavily traveled north-south arterials.

This $1,660,000 facility was financed entirely by the City of Seattle from General Obligation Bond Funds and Seattle's share of the State Gasoline Tax. It was designed and constructed under the supervision of R. W. Morse, City Engineer for the City of Seattle. The prime contractor for the construction was the Sound Construction and Engineering Company.

CITY OF SEATTLE

Gordon S. Clinton
Mayor

Roy A. Morse
City Engineer

KING COUNTY

Ed Munro, Chairman
Board of County Commissioners

Scott Wallace
Commissioner

John O'Brien
Commissioner

Length of the Second Lake Washington Floating Bridge and Approaches

East to West	Miles
104th Ave. N.E. to the East Approach Structure	2.14
East Approach Structure	.15
Floating Structure	1.42
West Approach (Union Bay Viaduct)	.77
Arboretum Interchange	.49
Museum of History & Industry Section	.08
Montlake Interchange	.26
Roanoke Expressway—Portage Bay Viaduct	.62
TOTAL LENGTH OF PROJECT	5.93

1. Total length of project—31,317′ or 5.93 miles (Roanoke Interchange to 104, N. E., Houghton)
2. Total cost of project—$34 million
3. Date construction work commenced—August 10, 1960
4. Opening date for traffic—August 28, 1963
5. No. of standard floating sections—18
6. No. of special floating sections—15 including 4 fender pontoons
7. Length of standard floating sections—360′
8. Width of standard floating sections—60′
9. Weight of standard floating sections—4,725 tons
10. Height of roadway above water—7.75′ minimum and 59.0′ maximum
11. Height of rail above water—11′ - 2″
12. Width of four roadway lanes—56′ - 60″ including 2′ - 0″ median
13. Width and No. of sidewalks—3′ - 6″ sidewalk south side and 1′ - 6″ curb north side
14. Thickness of bottom and outside walls—9″
15. Thickness of cell walls—interior walls 6″
16. Size of cells—15′x15′ in standard floating sections
17. No. of cells in standard section—96
18. No. of watertight compartments—12
19. Length of floating drawspans—2 at 164′ - 4″ each
20. What is channel opening—200′
21. Diameter of anchor cables—2 - 3/16″
22. Total No. of anchors—62
23. Weight of standard anchor—77 tons for jet type anchor
24. Total length of floating structure—7,578′
25. Depth of flotation—7′ - 0″ for standard pontoons—maximum draft is 14′ - 9″
26. Depth of lake at drawspans—200′
27. Total tonnage—114,000 tons
28. Amount of reinforcing steel—11,806,000#

One unusual feature of the Second Lake Washington bridge are the lift spans adjacent to the movable pontoons. In the process of opening the bridge to ship traffic, these spans are raised 7′ - 2″ to allow the movable pontoons to retract underneath. The power for elevating each lift span is provided with eight five-horsepower motors connected to counterweighted pipe columns. Chains operating over sheaves connect the counterweight and pipe columns all of which are housed within the flanking pontoons. The pipe columns, which do the actual lifting of the span, are 8″ extra strong pipes and twenty are used for each span.

KING COUNTY TRANSPORTATION

Within one year of its organization as a separate county, the County of King took a tentative step in a direction that it has continued to follow ever since. On June 4, 1853, the county commissioners granted a license for the operation of a ferry across the Duwamish River.

The licensee, Luther M. Collins, might have been called a man of vision or a fool. There were no roads in the county. Further, there were no wagons to travel on roads had there been any. Perhaps the potential transportation magnate was entranced with the name of the new community "New York Alki"—New York By-and-By.

It was prophetic that the earliest decision on transportation in King County related to the cross-water problem. It is a challenge that has faced the area ever since.

In her earliest years, King County's natural highways were the waterways. First by Indian dugout then by Puget Sound steamers, the commerce and communication of the region was carried on. The County faced the sea and the inland sea of Puget Sound was the natural and convenient track to her front door.

At the same time the potential wealth of the inland areas beckoned at the back door. Beyond Lake Washington and beyond the Cascade Mountains lay the vast riches of Washington's "Inland Empire."

The opening up of a route to the East was, from the very birth of Seattle, a priority item for the development of the City and the County. In 1859 a mass meeting of Seattle residents called for the territorial legislature to initiate a memorial to Congress to open up a road through the Cascades via Snoqualmie Pass. This would indicate that at least a few of the residents of King County were now the owners of wagons and that some kind of roads were available for their passage.

THE FERRY LINCOLN provided the east side of Lake Washington with the main means of transportation to and from Seattle for most of the years during the 1920's and 1930's.

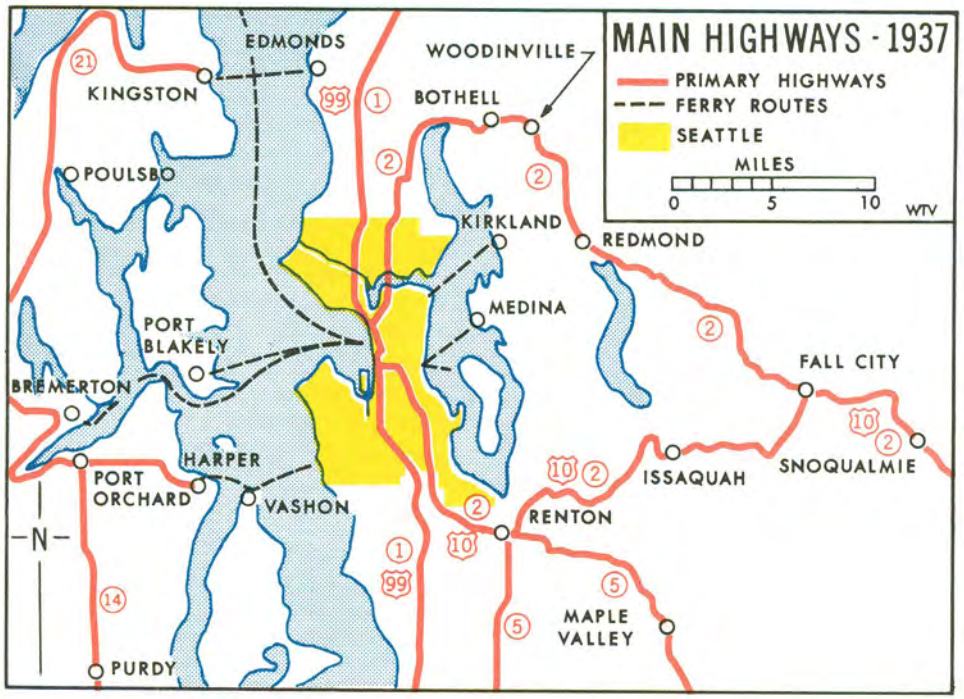
The Legislature of 1875 passed enabling legislation permitting the advocates of the road to the east to conduct a lottery. Seattle real estate and cash made up the prizes. Eventually the plan ended up in the courts and was declared illegal. Here again was a portend of the future. Many other plans to alleviate the transportation needs of the area were to suffer a similar fate.

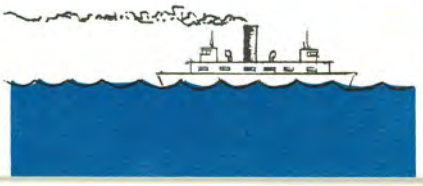
The Alaska-Yukon-Pacific Exposition provided an impetus for the first road suitable for automobile travel to or from the East. In 1909 more than 150 cars were driven over the summit of Snoqualmie Pass. In July of 1915 Governor Ernest Lister dedicated the Snoqualmie Pass Highway.

By the late 1920's a "good" highway across the Pass provided motorists with easy access between King County and the Inland Empire. In the winter of 1930-31 the Pass was kept open for the first time.

Still, the road east was inordinately long. The motorist was required to travel around Lake Washington to the North via Bothell or South via Renton.

The one remaining obstacle to a direct route East was Lake Washington.





The Difference a Bridge Makes

By the late 1920's, the East Side of Lake Washington consisted of a cluster of small communities that opportunity seemed to have by-passed. There had been an occasional knock on the door; the rise of hope briefly and the fostering of large plans and brave speculation. But, by and large, the East Side seemed to be dormant, victim of a lack of ready accessibility.

Kirkland, for example, was fairly typical. Her first residents appeared on the scene about 1870. Access to and from Seattle was via canoe, rowboat or by small sailing vessels. One of the hazards of the route was the possibility of getting lost in the mists that lay over the lake and along the shores.

In 1887 Kirkland thought that she sensed her destiny. A combination of iron ore in the area to the east and coal to the southeast were to be the magic ingredients that would make her the industrial keystone of the Northwest.

The financial panic of 1893 swept these plans and dreams away, along with the investments of many Kirkland and Seattle businessmen.

It was during this period that the Madison Street cable cars made access to Seattle much easier. It was no longer necessary to depend on a trail through the woods as the main route to the City.

In 1900 Kirkland had a population of about 390. In 1910 this had grown to 740, a growth which indicated that the town should be incorporated by 1915. By 1930 there were approximately 2,500 people living in Kirkland and using her three miles of paved roadway.

The principal industry was berry growing and poultry raising. There was a small sash and door works and the Lake Washington Shipyards. A large number of her residents commuted to Seattle for employment.

Service to and from Seattle was now provided by the steam ferry **Lincoln.** Capacity was fifty vehicles—1930 size vehicles, that is. A road connection with Redmond provided access to the Snoqualmie Pass Highway.

In the history of the East Side, Bellevue is relatively a johnny-come-lately. In 1930 the combined population of Bellevue and Medina was about 2,500. References to Bellevue, if anyone really ever bothered to think of it at all, was to a pleasant little suburb of Seattle. Access to and from Bellevue was via the Medina-Mercer Island ferry.

The routes east from Seattle passed around Lake Washington. On the North, the main highway passed through Bothell then east to Woodinville and southeasterly to Redmond and Fall City.

The route around the south of Lake Washington led out Rainier Avenue to Renton, then east to Issaquah and northeastwardly to Fall City. At Fall City the two branches of the State's main east-west highway met and passed on to the East across Snoqualmie Pass.

Between Lake Washington and Lake Sammamish there was a backwater in the main stream of commerce and economic growth.

Development of the East Side seemed to depend on how many people were interested in and could afford to maintain summer and weekend homes along the lake or who wanted to commute via ferry. The incentives for such a development were considerable. The East Side and Mercer Island were potentially the most desirable areas for home ownership. There was a spaciousness that had the added attraction of ready accessibility to the water or with magnificent views across the water.

This was the condition and history of East Lake Washington up to the 1930's. Things might have stayed thus for two or three more decades except for two men. One of these was a successful publisher specializing in industrial and trade journals by the name of Miller Freeman. The other was an engineer by the name of Lacey Murrow who was then Washington's Director of Highways.

Freeman had visions of a highly developed East Side and realized that this was possible only if a direct highway connection with Seattle was available. The handicap to the accomplishment of this was the width and depth of Lake Washington. The lake is more than a mile and a half wide at the location suggested for the crossing. It is also more than 200 feet deep with a bottom that is not considered suitable for conventional bridge foundations. The estimated cost of a conventional bridge to span the lake at this point was staggering, an amount in excess of $18 million.

The answer provided by the engineer was to construct a floating bridge, something that had never before been done on anything like the scale being proposed. Doubts that it could be done were very seriously entertained by many individuals. Dire forecasts were made regarding the fate of the bridge. An over-riding factor was cost. It was estimated that the bridge could be built for approximately $8.5 million, less than half the cost of conventional construction.

Even at this cost estimate, there were questions raised as to whether the tolls could sustain operating costs, much less debt amortization. Obviously the East Side, with its sparse populations could not meet this burden.

However, on December 29, 1938, construction was begun. On July 1, 1940, Captain John C. Anderson piloted his vessel on its last run over the Leschi-Mercer Island-Medina route and the next day, July 2, Governor Clarence D. Martin paid the first toll on the new bridge, opening up a new era in King County and Washington State transportation.

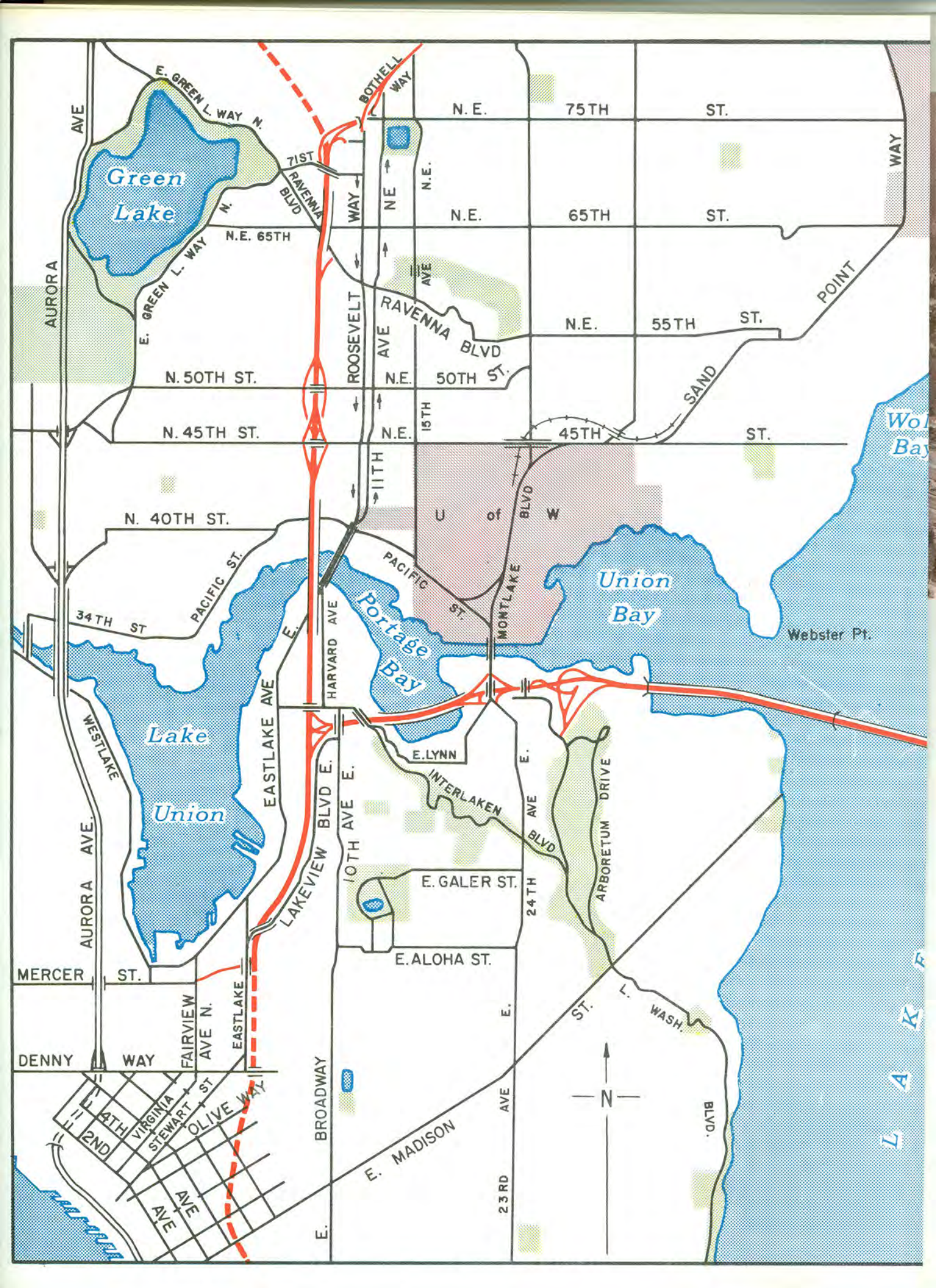
During the first few months the new bridge just managed to carry enough traffic to pay operating costs. The average traffic count for the final six months of 1940 was 3,470 vehicles per day.

On July 2, 1949, just nine years after Governor Martin had paid the first toll, the bridge became toll-free, having paid off all of its indebtedness. Since then the traffic has climbed to the point where an average of 51,000 vehicles per day now cross.

Today the East side of Lake Washington is realizing the destiny that passed her by for so long. Kirkland's population climbed to 4,713 in 1950; and to more than 6,000 in 1960. Bellevue had a popuation of 13,000 in 1960 and Medina had grown to 2,300. The total population of the East Side communities had reached 58,000 in 1960.

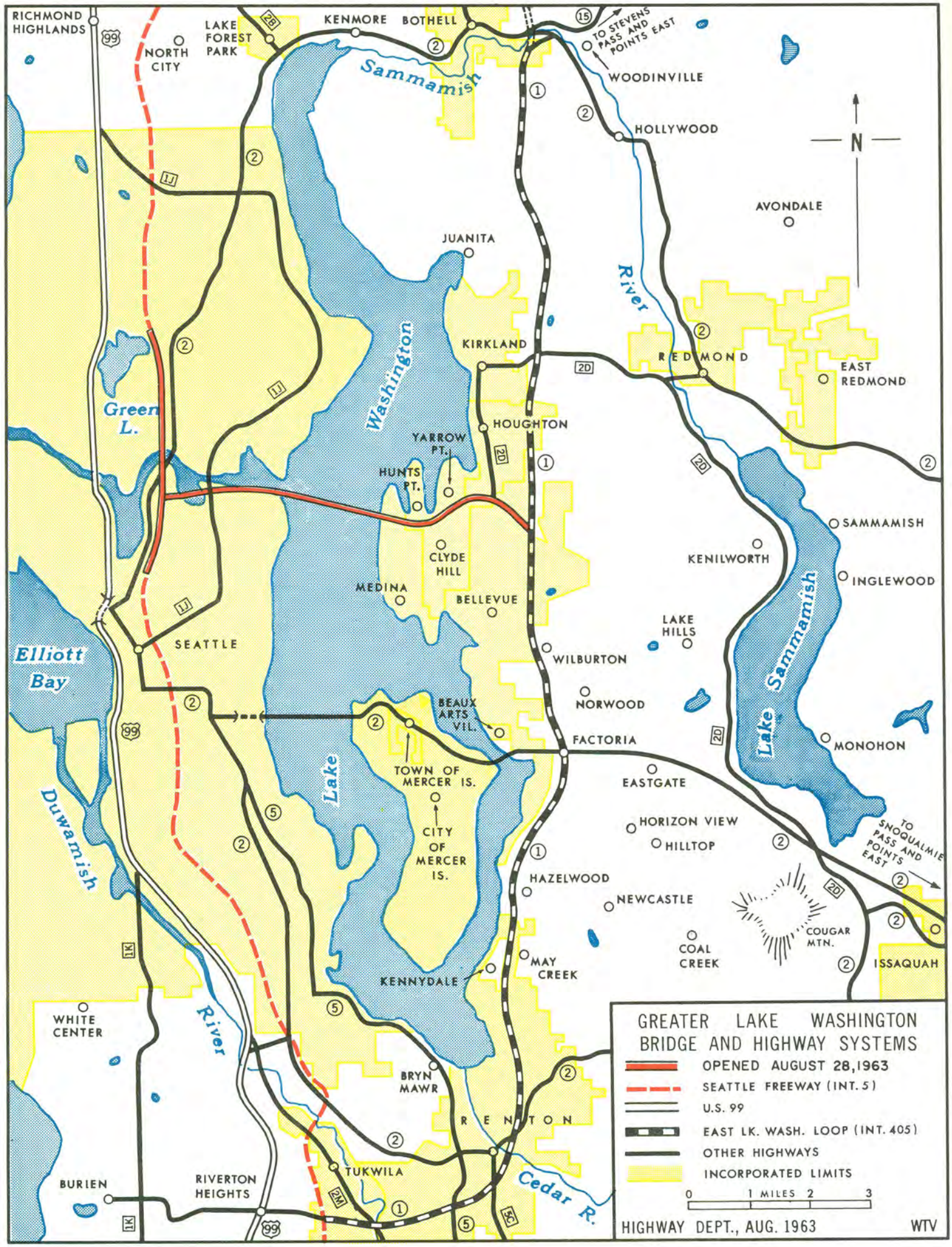
Today the bridge that had very little justification for its construction can no longer adequately handle the traffic loads. Ten years ago, in 1953, this was realized and planning of a second bridge was approved by the Legislature.

On August 29, 1960, the first earth was turned for its construction and now, three years later, it begins to serve the motorists of King County and of Washington State.



Green Lake
Union Bay
Portage Bay
Lake Union
Webster Pt.
E. GREEN L. WAY N.
BOTHELL WAY
N.E. 75TH ST.
71ST
RAVENNA BLVD
N.E. 65TH ST.
N.E. 65TH
AURORA AVE
E. GREEN L. WAY N.
ROOSEVELT WAY
NE
N.E.
15TH AVE
RAVENNA BLVD
N.E. 55TH ST.
POINT WAY
SAND
N. 50TH ST.
N.E. 50TH ST.
N. 45TH ST.
N.E. 45TH ST.
11TH
U of W
BLVD
N. 40TH ST.
PACIFIC ST.
PACIFIC ST.
MONTLAKE
34TH ST
HARVARD AVE
E.
EASTLAKE AVE
WESTLAKE
E.LYNN
INTERLAKEN BLVD
E.
AVE
ARBORETUM DRIVE
LAKEVIEW BLVD E.
10TH AVE E.
E. GALER ST.
24TH
AURORA AVE.
E.ALOHA ST.
MERCER ST.
FAIRVIEW AVE N.
EASTLAKE
DENNY WAY
L. WASH. BLVD.
ST.
E.
BROADWAY
N
4TH
2ND
VIRGINIA
STEWART ST
OLIVE WAY
AVE
AVE
E. MADISON
AVE
23RD
E.
LAKE

EVERGREEN POINT BRIDGE & FREEWAY SECTIONS
SECTIONS OPENED AUGUST 28, 1963
U.S. 99
EAST LAKE WASHINGTON LOOP FREEWAY
OTHER ROADS AND STREETS
SEATTLE FREEWAY UNDER CONSTRUCTION
INCORPORATION LIMITS
PARKS OR PLAYGROUNDS
0 1/4 1/2 MILE 1
HIGHWAY DEPARTMENT AUGUST, 1963 WTV
S. N. A. S.
Sand Point
WASHINGTON
Fairweather Bay
Hunt Pt.
Anderson Bay
Yarrow Bay
YARROW BAY
HOUGHTON
N.E. 60TH ST.
L. WASH. BLVD.
LOOP
WASHINGTON
LAKE
Evergreen Pt.
82ND N.E.
HUNT'S PT.
N.E.
ROAD
N.E. 28TH ST.
N.E. 24TH ST.
POINT
CLYDE HILL
AVE
MEDINA
84TH AVE. N.E.
92ND
AVE.
N.E.
112TH AVE N.E.
EAST
122ND PL. N.E.
EVERGREEN
N.E. 12 TH ST.
Sturtevant L.
N.E. 8TH ST
OVERLAKE DR.
L. WASH. BLVD.
BELLEVUE
104TH
MAIN ST.
Danbey Pt.
Meydenbauer Bay
Groat Pt.


GREATER LAKE WASHINGTON
BRIDGE AND HIGHWAY SYSTEMS
OPENED AUGUST 28, 1963
SEATTLE FREEWAY (INT. 5)
U.S. 99
EAST LK. WASH. LOOP (INT. 405)
OTHER HIGHWAYS
INCORPORATED LIMITS
0 1 MILES 2 3
HIGHWAY DEPT., AUG. 1963
WTV
N
RICHMOND HIGHLANDS
NORTH CITY
LAKE FOREST PARK
KENMORE
BOTHELL
TO STEVENS PASS AND POINTS EAST
WOODINVILLE
HOLLYWOOD
AVONDALE
JUANITA
KIRKLAND
REDMOND
EAST REDMOND
HOUGHTON
YARROW PT.
HUNTS PT.
CLYDE HILL
MEDINA
BELLEVUE
SAMMAMISH
KENILWORTH
INGLEWOOD
LAKE HILLS
WILBURTON
NORWOOD
FACTORIA
MONOHON
EASTGATE
HORIZON VIEW
HILLTOP
HAZELWOOD
NEWCASTLE
COAL CREEK
COUGAR MTN.
ISSAQUAH
MAY CREEK
KENNYDALE
BEAUX ARTS VIL.
TOWN OF MERCER IS.
CITY OF MERCER IS.
SEATTLE
WHITE CENTER
BRYN MAWR
RENTON
TUKWILA
BURIEN
RIVERTON HEIGHTS
Sammamish
Washington
River
Green L.
Elliott Bay
Duwamish
River
Lake
Lake Sammamish
Cedar R.
TO SNOQUALMIE PASS AND POINTS EAST
99
2B
15
2
1
1J
2D
1K
2M
5
5C

Just three years ago, August 29, 1960, Governor Rosellini broke ground for the new bridge.

PROJECT PERSONNEL
Second Lake Washington Floating Bridge

Toll Facilities Engineer
CHARLES C. NICHOLS

Chief Consulting Engineer
CHARLES E. ANDREW (Retired)

Project Engineer
HAROLD S. SITZMAN

Resident Engineer
JOHN C. TUCKER

Legal Advisor
JOHN J. O'CONNELL, Attorney General

Bond Counsel
ROBERTS, SHEFELMAN, LAWRENCE, GAY AND MOCH

Financial Consultants
BLYTH AND COMPANY, INC.

Trustee
SEATTLE TRUST AND SAVINGS BANK

Fiscal Agent
CHASE MANHATTAN BANK, New York

Traffic Engineers
COVERDALE AND COLPITTS, New York

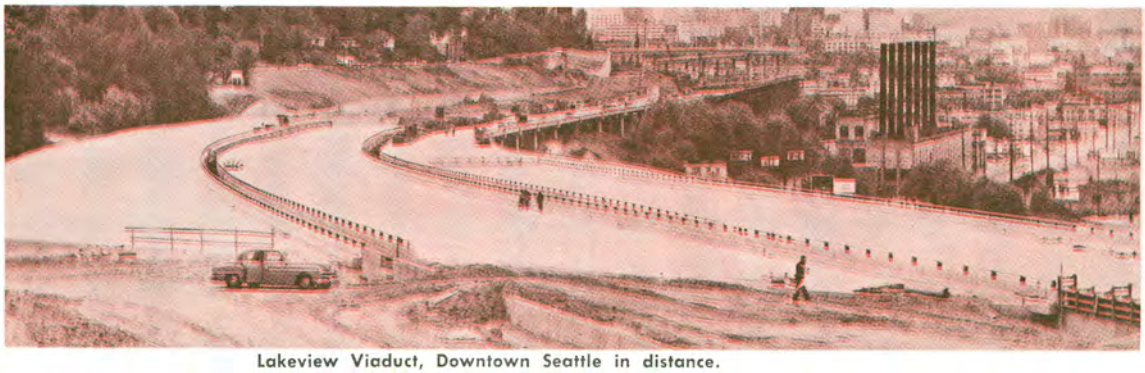
Electrical Engineers
THOMAS E. SPARLING AND ASSOCIATES

Mechanical Engineers
WESTERN GEAR WORKS

Consulting Engineers—Design
HOWARD, NEEDLES, TAMMEN & BERGENDOFF

West approach to the new bridge.

Darrell B. Hedges
Executive Secretary for Authority



Lakeview Viaduct, Downtown Seattle in distance.

Harold S. Sitzman
Project Engineer

John C. Tucker
Resident Engineer

THE BRIDGE ENGINEERS

West approach Roanoke Interchange.

CONSTRUCTION COSTS and CONTRACTORS

COSTS—SEATTLE FREEWAY—N.E. 75TH ST. TO RAVENNA BLVD.

Job Description	Contractor	Cost
Ravenna Blvd. Overcrossing	Western Bridge Company*	$ 2,322,627.00
Ravenna Blvd. to E. 75th St.—Grading, etc.	Guy F. Atkinson Company	$ 3,417,186.05 (C)
N.E. 40th to N.E. 75th St.—Illumination	Rainier Electric Company	$ 158,860.00 (C)
Roanoke, Ravenna and Bothell Way Tunnel Tiling	Western Tile Contractors, Inc.	$ 112,642.00 (C)
	TOTAL	$ 6,011,315.05

COSTS—SEATTLE FREEWAY—E. SHELBY ST. TO RAVENNA BLVD.

Job Description	Contractor	Cost
Relocation of towers and cables for high tension lines over Lake Wash. Ship Canal Bridge	Seattle City Light	$ 140,000.00
Lake Wash. Ship Canal Bridge—Piers	Sheuman & Johnson	$ 973,973.88
Lake Wash. Ship Canal Bridge, Steel Superstructure	Allied Structural Steel Companies	$ 7,081,952.92
Lake Wash. Ship Canal Bridge North Approach	Western Bridge Company*	$ 1,868,064.24
Lake Wash. Ship Canal Bridge, South Approach	S. S. Mullen	$ 2,305,160.79
E. 45th and E. 50th Streets, Undercrossing	Western Bridge Company*	$ 593,752.67
E. 40th St. to Ravenna Blvd.—Grading	Erickson Paving Company	$ 1,392,422.00
N. Approach of Lake Wash. Ship Canal Bridge—Landscaping Equipment	Pohl Landscaping	$ 381.70
Lake Wash. Ship Canal Bridge—Ramps	Pacific Construction Co.	$ 93,687.99
Shelby St. to Martin St.—Landscaping	Finn Hill Nursery	$ 79,618.10
Lake Wash. Ship Canal Bridge—Illumination	Rainier Electric Company	$ 46,838.20
E. 40th to Ravenna Blvd.—Paving	Northwest Construction, Inc.	$ 1,263,357.95 (C)
N.E. 40th St. to N.E. Ravenna Blvd.—Landscaping	Finn Hill Nursery	$ 50,344.40 (C)
	TOTAL	$15,889,554.84

COSTS—SEATTLE FREEWAY—E. MERCER TO E. SHELBY ST.

Job Description	Contractor	Cost
E. Galer to E. Hamlin St.—Demolition	Harold G. LaVelle Const. Co.	$ 25,685.50
E. Boston to E. Hamlin St.—Demolition	Spencer & Jametsky	$ 10,999.00
Olive Way to E. Prospect St.—Demolition	McFarland Housewrecking & Overland Construction Co.	$ 39,442.64
E. Galer St. to Lakeview Blvd.—Viaduct	Morrison-Knudsen Co. and Rumsey & Co.	$ 3,908,125.64
Olive Way to E. Prospect St.—Demolition	LaVelle Construction Co.	$ 101,962.00
Lakeview Blvd. to Shelby St.—Grading	Puget Sound Bridge & Dry Dock Company	$ 3,099,996.00 (C)
Lakeview Blvd. to Shelby St.—Electrical, mechanical illumination	Fishback & Moore, Inc.	$ 32,820.00 (C)
Republican St. to E. Galer St.—Grading, etc.	Guy F. Atkinson Company	$ 7,944,493.25 (C)
Lakeview Blvd. to Shelby St.—Paving	Northwest Construction, Inc.	$ 923,624.05 (C)
Fairview Connection	Bocek Bros.	$ 277,401.20 (C)
Olive Way to Shelby St.—Illumination	Olsen Electric Company	$ 237,467.00 (C)
	TOTAL	$16,602,016.28

COSTS—LAKE WASHINGTON FLOATING BRIDGE—ROANOKE EXPRESSWAY—EAST APPROACHES

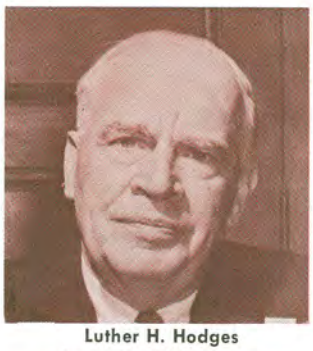
Job Description	Contractor	Cost
Second Lake Wash. Bridge Unit 1—Floating structure	Guy F. Atkinson Company	$10,969,596.95 (C)
Second Lake Wash. Bridge, E. and W. Approaches	General Constr. Co. and Manson Const. & Engr. Co.	$ 3,518,767.00 (C)
Roanoke Expressway—Portage Bay Viaduct	Western Bridge Company*	$ 2,291,805.00 (C)
10th Ave. N. to Delmar Drive	N. Fiorito Co., Inc.	$ 798,557.15 (C)
Arboretum Interchange	General Constr. Co. and Manson Constr. & Engr. Co.	$ 4,547,196.50 (C)
R. H. Thomson Expressway—Temporary connection	Bocek Bros.	$ 250,256.00 (C)
Roanoke Connection to Second Lake Wash. Bridge—Illumination	Van S. McKenny Co. Inc.	$ 72,938.00 (C)
Roanoke Connection to Evergreen Point Bridge—Signing	Fentron Industries, Inc.	$ 72,789.45 (C)
	TOTAL	$22,521,906.05

COSTS—SEATTLE FREEWAY—OLIVE WAY TO N.E. 75TH ST., SIGNING

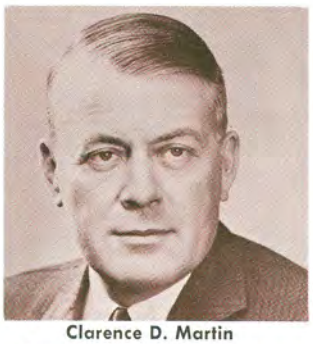
Job Description	Contractor	Cost
Olive Way to N.E. 75th St.—Signing	Traffic Safety Supply Co.	$ 271,970.07 (C)
	TOTAL	$ 271,970.07

(C) Project not completed—final estimate not available—This is the contract bid price.

* Formerly MacRae Bros. Construction Company.



Luther H. Hodges
Secretary of Commerce



Clarence D. Martin
Under Secretary of Commerce for Transportation

Rex M. Whitton
Federal Highway Administrator

Baird M. French
Regional Engineer

Roe P. Rodgers
Division Engineer

PLUS THE SEATTLE FREEWAY

The nineteen-mile-long, $180 million freeway through the heart of metropolitan Seattle will, when completed in late 1966, be the world's most modern urban motor road. While it is one of the most expensive mile for mile, it is one of the most complicated to build. And due to its unique electronically controlled four-lane reversible roadway, it is one of the world's most impressive from the standpoint of advanced highway engineering, which gives Seattleites a sixteen lane expressway for the price of twelve.

For all its technical perfection, the Seattle Freeway could not have been built without the vision and dedicated enthusiasm of many men. They recognized the historic role of their area, that of maintaining its dominance as **the** employment, financial, retail, manufacturing, and wholesale distribution center north of San Francisco and west of the Rockies.

Because some men saw this as Seattle's role, the city's engineers started exploratory work on the present route of the freeway over thirty years ago. And this preliminary work continued intermittently during the subsequent years. In September, 1946, a plan was developed for a freeway located pretty much the same as today's route.

However, serious planning for its construction didn't start until 1947, when an origin-destination study was made to determine what, where and how much of a facility was needed.

In 1953 the State legislature authorized the Washington Toll Bridge Authority to study, and if possible, to build a toll road between Tacoma and Everett through Seattle. Passage of the 1956 Federal Aid Highway Act made it possible to build the facility as a freeway.

On August 6, 1958, the first contract was awarded, that for piers for the Lake Washington Ship Canal Bridge.

The opening of the 4.8-mile section between N. E. 75th and Mercer Streets on August 28 marks the second portion of the huge project to be turned over to highway users in the state. The first portion was the $25 million, 2.5-mile section between Ravenna Boulevard and Roanoke Street.

These openings and the completion of the Second Lake Washington Floating Bridge are signs of significant progress, but overall they represent but another step in the long range program to develop a modern system of highway transportation in the greater Lake Washington area in the State of Washington.

CONSTRUCTION COSTS and CONTRACTORS

COSTS—SEATTLE FREEWAY—N.E. 75TH ST. TO RAVENNA BLVD.

Job Description	Contractor	Cost
Ravenna Blvd. Overcrossing	Western Bridge Company*	$ 2,322,627.00
Ravenna Blvd. to E. 75th St.—Grading, etc.	Guy F. Atkinson Company	$ 3,417,186.05 (C)
N.E. 40th to N.E. 75th St.—Illumination	Rainier Electric Company	$ 158,860.00 (C)
Roanoke, Ravenna and Bothell Way Tunnel Tiling	Western Tile Contractors, Inc.	$ 112,642.00 (C)
	TOTAL	$ 6,011,315.05

COSTS—SEATTLE FREEWAY—E. SHELBY ST. TO RAVENNA BLVD.

Job Description	Contractor	Cost
Relocation of towers and cables for high tension lines over Lake Wash. Ship Canal Bridge	Seattle City Light	$ 140,000.00
Lake Wash. Ship Canal Bridge—Piers	Sheuman & Johnson	$ 973,973.88
Lake Wash. Ship Canal Bridge, Steel Superstructure	Allied Structural Steel Companies	$ 7,081,952.92
Lake Wash. Ship Canal Bridge North Approach	Western Bridge Company*	$ 1,868,064.24
Lake Wash. Ship Canal Bridge, South Approach	S. S. Mullen	$ 2,305,160.79
E. 45th and E. 50th Streets, Undercrossing	Western Bridge Company*	$ 593,752.67
E. 40th St. to Ravenna Blvd.—Grading	Erickson Paving Company	$ 1,392,422.00
N. Approach of Lake Wash. Ship Canal Bridge—Landscaping Equipment	Pohl Landscaping	$ 381.70
Lake Wash. Ship Canal Bridge—Ramps	Pacific Construction Co.	$ 93,687.99
Shelby St. to Martin St.—Landscaping	Finn Hill Nursery	$ 79,618.10
Lake Wash. Ship Canal Bridge—Illumination	Rainier Electric Company	$ 46,838.20
E. 40th to Ravenna Blvd.—Paving	Northwest Construction, Inc.	$ 1,263,357.95 (C)
N.E. 40th St. to N.E. Ravenna Blvd.—Landscaping	Finn Hill Nursery	$ 50,344.40 (C)
	TOTAL	$15,889,554.84

COSTS—SEATTLE FREEWAY—E. MERCER TO E. SHELBY ST.

Job Description	Contractor	Cost
E. Galer to E. Hamlin St.—Demolition	Harold G. LaVelle Const. Co.	$ 25,685.50
E. Boston to E. Hamlin St.—Demolition	Spencer & Jametsky	$ 10,999.00
Olive Way to E. Prospect St.—Demolition	McFarland Housewrecking & Overland Construction Co.	$ 39,442.64
E. Galer St. to Lakeview Blvd.—Viaduct	Morrison-Knudsen Co. and Rumsey & Co.	$ 3,908,125.64
Olive Way to E. Prospect St.—Demolition	LaVelle Construction Co.	$ 101,962.00
Lakeview Blvd. to Shelby St.—Grading	Puget Sound Bridge & Dry Dock Company	$ 3,099,996.00 (C)
Lakeview Blvd. to Shelby St.—Electrical, mechanical illumination	Fishback & Moore, Inc.	$ 32,820.00 (C)
Republican St. to E. Galer St.—Grading, etc.	Guy F. Atkinson Company	$ 7,944,493.25 (C)
Lakeview Blvd. to Shelby St.—Paving	Northwest Construction, Inc.	$ 923,624.05 (C)
Fairview Connection	Bocek Bros.	$ 277,401.20 (C)
Olive Way to Shelby St.—Illumination	Olsen Electric Company	$ 237,467.00 (C)
	TOTAL	$16,602,016.28

COSTS—LAKE WASHINGTON FLOATING BRIDGE—ROANOKE EXPRESSWAY—EAST APPROACHES

Job Description	Contractor	Cost
Second Lake Wash. Bridge Unit 1—Floating structure	Guy F. Atkinson Company	$10,969,596.95 (C)
Second Lake Wash. Bridge, E. and W. Approaches	General Constr. Co. and Manson Const. & Engr. Co.	$ 3,518,767.00 (C)
Roanoke Expressway—Portage Bay Viaduct	Western Bridge Company*	$ 2,291,805.00 (C)
10th Ave. N. to Delmar Drive	N. Fiorito Co., Inc.	$ 798,557.15 (C)
Arboretum Interchange	General Constr. Co. and Manson Constr. & Engr. Co.	$ 4,547,196.50 (C)
R. H. Thomson Expressway—Temporary connection	Bocek Bros.	$ 250,256.00 (C)
Roanoke Connection to Second Lake Wash. Bridge—Illumination	Van S. McKenny Co. Inc.	$ 72,938.00 (C)
Roanoke Connection to Evergreen Point Bridge—Signing	Fentron Industries, Inc.	$ 72,789.45 (C)
	TOTAL	$22,521,906.05

COSTS—SEATTLE FREEWAY—OLIVE WAY TO N.E. 75TH ST., SIGNING

Job Description	Contractor	Cost
Olive Way to N.E. 75th St.—Signing	Traffic Safety Supply Co.	$ 271,970.07 (C)
	TOTAL	$ 271,970.07

(C) Project not completed—final estimate not available—This is the contract bid price.

* Formerly MacRae Bros. Construction Company.

COSTS—TOLL FACILITIES FOR SECOND LAKE WASH. BRIDGE

Job Description	Contractor	Cost
Evergreen Point Bridge Toll Plaza—Administration Building	Mowat Bros. Constr. Company	$ 173,264.19
Evergreen Point Bridge—Toll collection equipment	Taller & Cooper, Inc.	$ 94,500.00 (C)
East Approach to Evergreen Point Bridge—Manual sprinkler	Finn Hill Nursery	$ 4,967.00 (C)
	TOTAL	$ 272,731.19

COSTS—LAKE WASHINGTON FLOATING BRIDGE—EAST APPROACHES

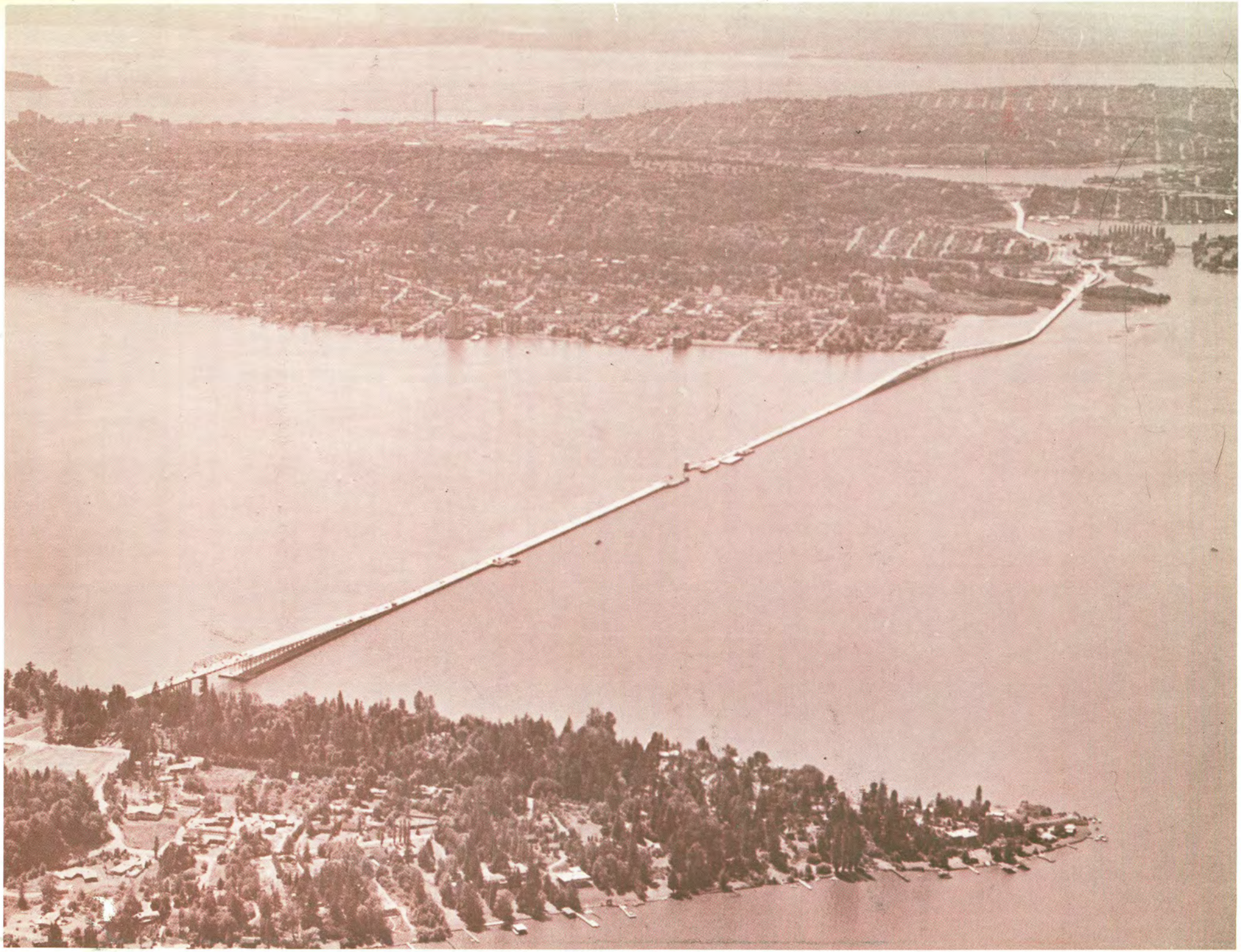
Job Description	Contractor	Cost
E. Approach to Evergreen Point Bridge—Clear, drain, grade, erosion control, surface, pave and fence 1.9 miles. Construct 3 reinforced concrete bridges	Northwest Constr. Co.	$ 1,387,091.85 (C)
E. Approach Evergreen Point Bridge—Signing	Traffic Safety Supply Co.	$ 13,736.39 (C)
Yarrow Bay Interchange—Clear, drain, grade, erosion control, surface, pave and fence 0.2 miles. Construct 1 bridge	Northwest Constr. Co.	$ 659,646.60 (C)
E. Approach to Evergreen Point Bridge—Install illumination on east approach to second lake bridge	Chapman Electric	$ 14,889.00 (C)
Northrup Way—Sprinklers	Bellevue Bulldozing Inc.	$ 111,287.30 (C)
Yarrow Bay—Illumination		$ 29,150.00 (C)
	TOTAL	$ 2,215,801.14

(C) Project not completed—final estimate not available—This is the contract bid price.

SEATTLE FREEWAY—N.E. 75th ST. TO RAVENEA BLVD.	$ 6,011,315.05
SEATTLE FREEWAY—E. SHELBY ST. TO RAVENNA BLVD.	$15,889,554.84
SEATTLE FREEWAY—E. MERCER TO E. SHELBY STREET	$16,602,016.28
LAKE WASHINGTON FLOATING BRIDGE—ROANOKE EXPRESSWAY—EAST APPROACHES	$22,521,906.05
SEATTLE FREEWAY—OLIVE WAY TO N.E. 75TH ST., SIGNING	$ 271,970.07
TOLL FACILITIES FOR SECOND LAKE WASHINGTON BRIDGE	$ 272,731.19
LAKE WASHINGTON FLOATING BRIDGE—EAST APPROACHES	$ 2,215,801.14
CONSTRUCTION TOTAL	$63,785,294.62

RIGHT OF WAY COSTS: (preliminary engineering, financing, insurance, administration, and interest) for bridge and approaches—slightly over $9 million.

RIGHT OF WAY COSTS: for Seattle Freeway from Mercer Street to N.E. 75th Street—Approximately $16.75 million.

TOTAL COST OF PROJECTS: $89.5 million.

THE ROANOKE INTERCHANGE provides the vital link between the new Seattle Freeway and the Second Lake Washington Floating Bridge. Located at the north of Capitol Hill, it is the hub which will make available to Bridge users, the 60-mile-long Tacoma-Seattle-Everett Freeway. Here twelve lanes of the Freeway connect with the four lanes of the Lake Bridge approaches.