

MAJOR WSDOT BRIDGES
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- * The old floating bridge was named for Lacey V. Murrow, who at the age of 62 passed away in December, 1966. He was named as Director of the Washington State Department of Highways, and was the Chief Engineer for the Washington State Toll Bridge Authority. He served as Department Director in the late 1930s and early 1940s.
- * The old bridge was described as being "...greater than the combined weight of three battleships, larger in bulk than a 25-story building." The engineering marvel of 100,000 tons of steel and concrete rested on 25 floating sections, each fashioned like a honeycomb with water-tight compartments. Sixty-four anchors, each weighing 65 tons secured it to the lake bottom.
- * Near the Mercer Island end of the bridge, was a huge floating draw span that permitted a channel opening of 202 feet. This later was called "The Bulge." It was removed in late years. Smaller vessels traveled under the arched spans at each end of the bridge.
- * On December 29, 1938, construction of the old bridge 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. (Some wags crossed the bridge sitting in an inflated rubber raft, and wearing life jackets....in case the bridge should sink!)
- * 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.
- * The length of standard floating section of the old bridge was 350 feet. Width was 59 feet. Depth of the standard floating section was 14 1/2 feet. The weight was 4,558 tons.
- * Height of the roadway above the water was 7 1/2 feet. Width of the roadway was four traffic lanes or 45 feet.
- * The length of the floating drawspan was 378 feet.
- * Diameter of the anchor cables was 2 3/4 inches.
- * The weight of the Type A anchor was 65 tons.

* The total number of anchors was 64.

8) EVERGREEN POINT FLOATING BRIDGE, SR 520

- * On August 28, 1963, the Second Lake Washington concrete floating Bridge was opened to traffic.
- * One of five floating portland-cement-concrete highway structures in the world, the new bridge was the longest. Of the three floating bridges in the United States at the time, Washington State owned them all.
- * This bridge was immediately dubbed the Evergreen Point Floating Bridge. In 1991, the Washington State Legislature asked the State Transportation Commission to rename the bridge the Governor Albert Rosellini Memorial Bridge, honoring the long-time Seattle region resident, who had completed several years of service on the State Transportation Commission.
- * This bridge is located about three water miles north of the old Lacey V. Murrow floating bridge on Lake Washington. It has a floating section 7,518 feet long.
- * There are 35 separate pontoon units in the bridge. The largest is 60 feet wide, 360 feet long, and 14.7 feet deep. Each unit weighs from 4,700 to 6,700 tons.
- * At the bridge's center is a 200-foot-wide drawspan to provide horizontal clearance for large vessels to pass through.
- * Each end of the floating structure is connected to the shore by means of elevated transition truss-type structures with fixed piers. These structures provide a vertical clearance of 45 feet and a horizontal clearance of 170 feet, and are designed to accommodate Lake Washington's pleasure craft.
- * The roadway is four lanes wide, with two lanes of traffic in each direction.
- * Unusual features of the bridge are the lift spans next to the movable pontoons. In the process of opening the bridge to ship traffic, these spans are raised seven feet two inches to allow the moveable pontoons to retract underneath. The power for elevating each lift span is