

HOUSE BILL REPORT

EHJM 4000

As Passed House
February 22, 1993

Brief Description: Honoring Homer M. Hadley.

Sponsors: Representatives Locke, R. Fisher, Horn, Anderson, Wineberry, Ballasiotes, Thibaudeau, Eide, Flemming, Jacobsen and Ogden.

Brief History:

Reported by House Committee on:
Transportation, February 2, 1993, DPA;
Passed House, February 22, 1993, 96-0.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended. Signed by 17 members: Representatives R. Fisher, Chair; Brown, Vice Chair; Brough; Brumsickle; Eide; Finkbeiner; Forner; Johanson; J. Kohl; Miller; H. Myers; Orr; Quall; Sheldon; Shin; Wood; and Zellinsky.

Staff: Vicki FabrÀ (786-7313).

Background: In the early 1900s when discussion began about bridging Lake Washington from Seattle to Mercer Island, bridge designers faced immense technological and financial challenges. Homer M. Hadley, a local civil engineer, conceived the idea of attaching concrete barges end to end to form a bridge, and pursued his idea by mapping out a location for a bridge.

In the face of opposition from residents, the Navy and the Seattle press, Hadley completed his design of the bridge he dreamed of personally constructing with private financing. However, when private financing did not materialize, and upon learning that the state was developing its own proposal to bridge Lake Washington, Mr. Hadley shared his proposal with Lacey V. Murrow, then director of the state Department of Highways. The state concluded that Hadley's proposal was not only the most practical but also solved every technological dilemma.

Mr. Hadley was also responsible for numerous other Washington bridge designs known for their sculptural simplicity, attractiveness and maximum strength.

On July 2, 1940, the world's first concrete floating bridge, named the Lacey V. Murrow Memorial Floating Bridge, was opened to the public amidst great fanfare but without any recognition of Homer M. Hadley, its conceptualist.

The companion span to the Lacey V. Murrow Memorial Floating Bridge, which opened in 1989 and is commonly referred to as the Third Lake Washington Floating Bridge, is presently unnamed. The naming of bridges and highways is the prerogative of the State Transportation Commission. Many people feel naming the new bridge in honor of Homer M. Hadley would be a fitting tribute to his dedicated and steadfast effort in bridging Lake Washington.

Summary of Bill: The State Transportation Commission is directed to begin proceedings to designate the Third Lake Washington Floating Bridge as the Homer M. Hadley Memorial Floating Bridge.

Fiscal Note: Not requested.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Testimony For: The naming of the Third Lake Washington Floating Bridge as the Homer M. Hadley Memorial Floating Bridge is a fitting tribute to its conceptualist and his dedicated and steadfast effort in bridging Lake Washington.

Testimony Against: None.

Witnesses: Representative Gary Locke; Senator Emilio Cantu; Dr. Arvid Grant; Dr. Eleanor Hadley; Muriel Winterscheid, Mortar Board Society, University of Washington; and Bill Southern, Department of Transportation.