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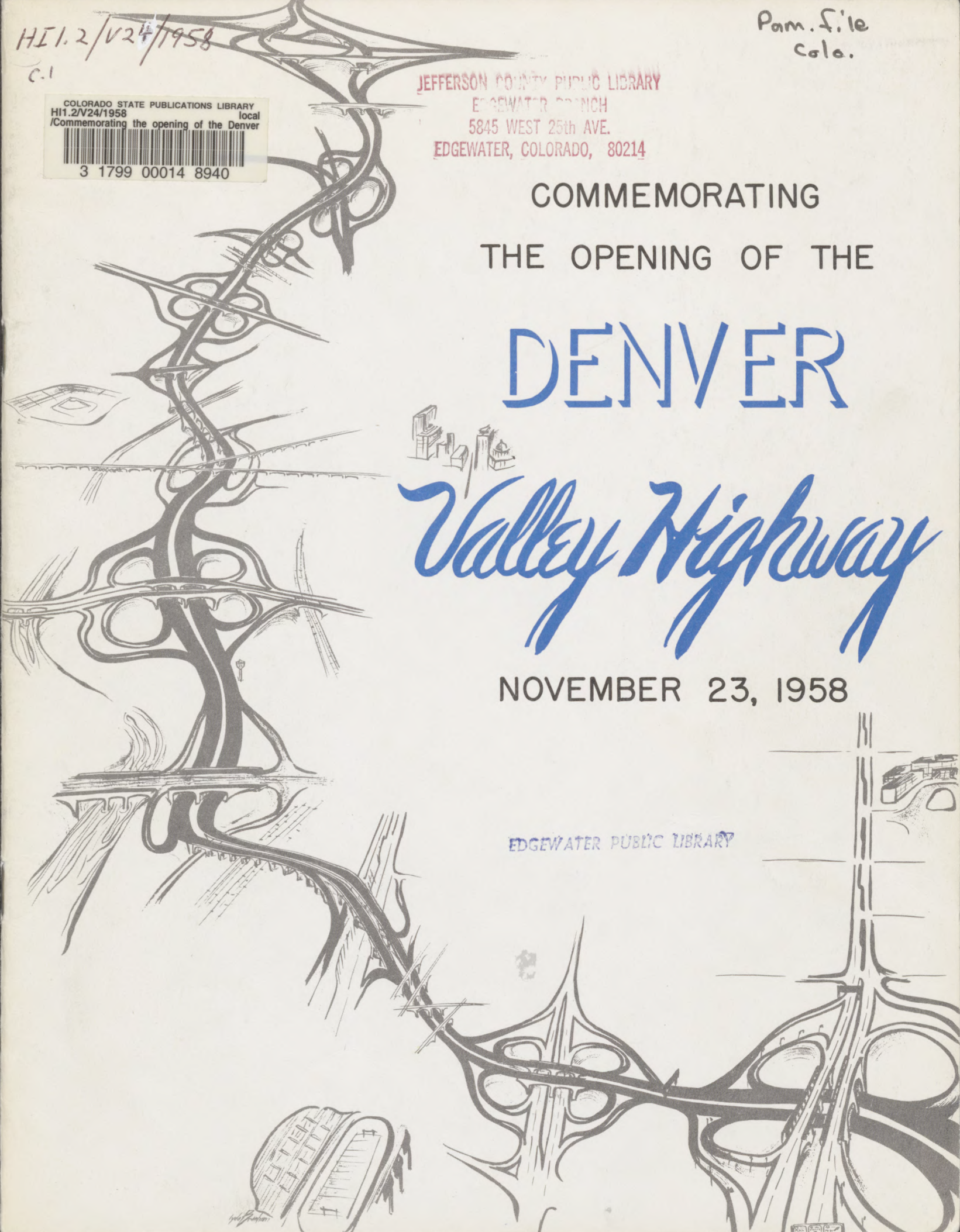
DENVER



Valley Highway

NOVEMBER 23, 1958

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On These Two Pages Are The Men Who Made

GOVERNOR



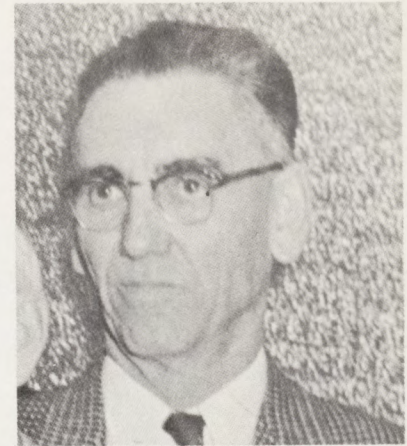
STEVE McNICHOLS, Governor: Completion of the Denver Freeway is a major step in Colorado's enlarged, state-wide highway building program.

MAYOR



WILL F. NICHOLSON, Mayor: Opening of the Valley Highway will result in greater benefits to our residents and visitors than any of us can imagine.

CHAIRMAN



HAROLD R. HUSTED, Chairman, Colo. Highway Commission: The Commission always has appropriated all possible funds to the Valley Highway, keeping in mind the needs of the entire State.

GOVERNOR STEVE McNICHOLS
Chief Executive

THE STATE HIGHWAY COMMISSION OF COLORADO

HAROLD R. HUSTED
Lamar, Chairman

JOSEPH J. MARSH
Denver, Vice-Chairman

HOMER L. BASH
Steamboat Springs

A. WAYNE DENNY
Cortez

FRANK GHENT
Ft. Collins

ROBERT W. HENDEE
Colorado Springs

BEN H. JORGENSEN
Gunnison

A. C. SINCLAIR
Limon

MARK U. WATROUS
Chief Engineer

ENGINEER



MARK U. WATROUS, Chief Engineer: Only the finest cooperation among federal, state and city officials made possible the completion of this Interstate Highway System link.

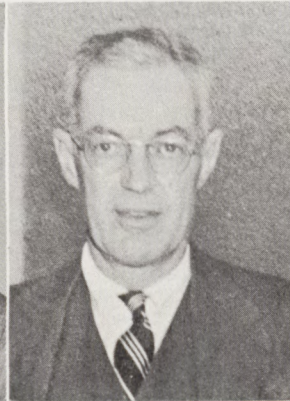
CHAIRMEN OF THE COLORADO HIGHWAY COMMISSION, 1948-1958



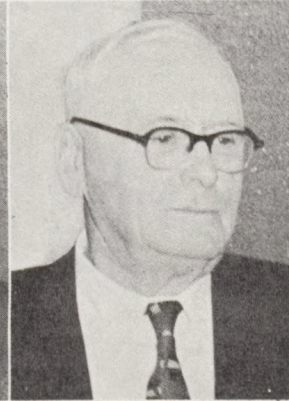
WALTER B. COOPER
Ft. Collins



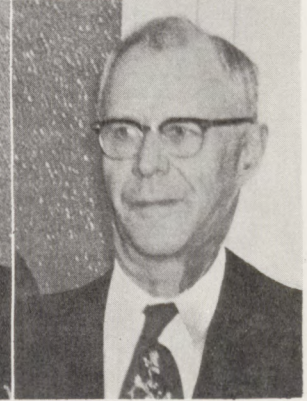
IRA K. YOUNG
Colorado Springs



STEWART COSGRIFF
Denver



BEN H. JORGENSEN
Gunnison



A. C. SINCLAIR
Limon

e The Denver Valley Highway Dream A Reality



These are the Department of Highway's men in charge of actual construction of the Valley Highway. Left to right: W. Boyd White, resident engineer; William Wheeler, district design engineer; Harold Shepperd, resident engineer; Fred K. Merten, metropolitan district engineer; Earl Hurt, district construction engineer; Ben Haynes, district materials engineer. Insert: Dan Ormsbee, retired, started the Valley Highway as urban engineer.

Here's How the Denver Valley Highway Story Began—

Dedication of the Denver Valley Highway is the \$33-million, 11.2-mile fulfillment of a vision of state and city highway planners and engineers that started before the Second World War.

It had long been recognized that the need for a north-south, limited access highway through Denver was becoming more urgent year by year. Generally, on their mental drawing boards, the designers planned for a Freeway along the Platte.

The first definite implementation of the dream came in 1944 when the late Charles D. Vail, then Colorado's Highway Engineer, contracted with the Denver firm of Crocker and Ryan, consulting engineers, to make a study of such a route.

The Crocker and Ryan Report, 72 pages thick and containing nearly a score of maps and charts, was completed on December 22, 1944.

The report stated: "A modern highway properly responsive to the demands of traffic must pass through the Denver city area, as this metropolitan center is the origin or objective of much of the transportation to be served.

"However, a transportation facility adequate for present and coming requirements obviously should be freed of the throttling effect of Denver's street traffic. This is not to be accomplished merely by widening an existing street or laying out a new street; instead, a traffic-way must be opened which will be independent of the cross-flow of city traffic and will serve as an artery of unimpeded transport while at the same time providing fully for distribution and reception of traffic destined to or from Denver."

Ever mindful of the future, the report said: "It is clear, also, that a vital facility of this kind must be planned for enduring service. Its function is to carry not merely the traffic of today or of the next few years but that of the future, so far as can be foreseen. Its plan should look ahead at least twenty-five years."

All these statements followed sound engineering and traffic principles. But the war still was going on, and the report was placed on a shelf for "Future Reference — If and When."

Shortly after Mark U. Watrous became Chief Highway Engineer in April 1946, he became convinced that the recommendations made in the Crocker and Ryan Report should be activated as quickly as possible. Because of the war's heavy drain on manpower, the Department of Highways was unable to assign its own designers to the preparation of plans, and Mr. Watrous engaged the services of the Crocker and Ryan firm.

By 1948 men, equipment and materials began to become available and bids were called for on the first Valley Highway contract—a project for the relocation of an irrigation ditch and sewer. This contract was won by the Denver firm of Colorado Constructors, Inc., on a bid of \$284,000, and the Valley Highway was started in August 1948, when draglines and bulldozers began digging a ditch.

Then came the first major contract, for the construction of the first 2.2 miles of the new highway, beginning at the northern city limits and extending southward to include what now is called the West 48th Ave. interchange. The lowest bidder was the Northwestern Engineering Co. of Denver and the bid was for \$2,225,709.19. It was the largest contract ever awarded by the Department of Highways up to that time.

The City of Denver, through Mayor Quigg Newton and City Council, had agreed to purchase the right of way. Construction funds were to be provided by the U.S. Bureau of Public Roads and the Department, each to pay 50 per cent.

Governor William Lee Knous was present at ground-breaking ceremonies, on Nov. 16, together with representatives of the state and city, the Denver Chamber of Commerce and the Downtown Association of Denver, Inc.

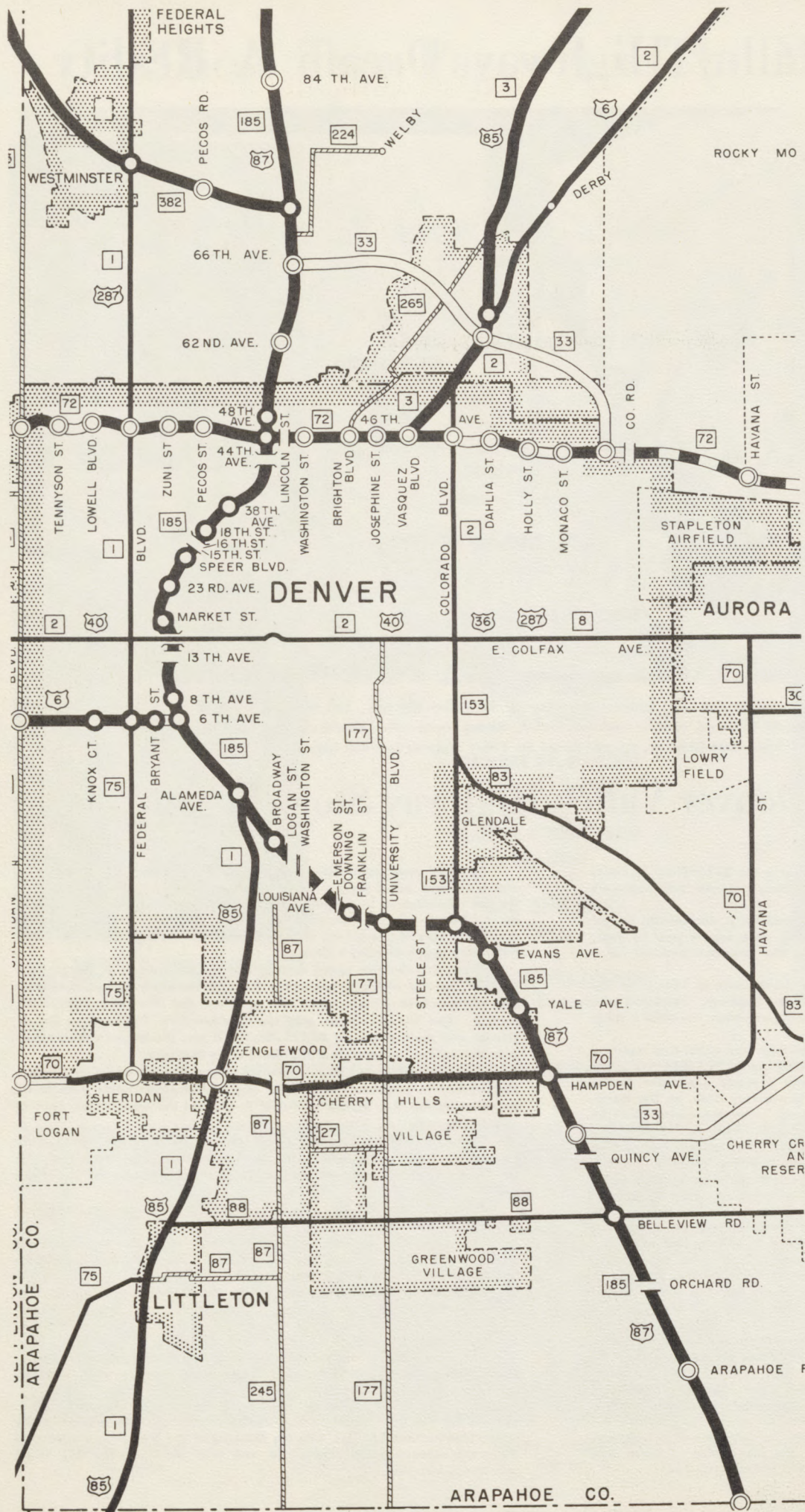
Two years later this first section of the Valley Highway was completed and opened for traffic.

The acquisition of right of way continued and new contracts were awarded as quickly as funds became available. But there were lean years in the late 1940's and early 1950's.

In order to keep construction going, the Department awarded contracts for the interchanges at South Colorado Blvd. and South University Blvd. and some of the bridges for street crossings because most of the land to be used already was owned by the City of Denver.

Following passage of the enlarged Federal-aid act by Congress, additional money became available and larger appropriations were made by the Colorado Highway Commission.

As quickly as a section of the new highway was completed, it was opened to traffic. Gradually the northern and southern sections came closer together, until at last, with the finishing of the Broadway viaduct and the work between South Emerson St. and West 3rd Ave., the long vision was turned into fact.



Statistically Speaking

Here are facts you should know about the Denver Valley Highway: The Freeway is 11.2 miles long. Total cost is slightly more than \$33 million, of which \$10,320,000 was spent for right of way.

The highway contains 62 bridges.

There are 54 miles of two-lane highway, including ramps and service roads.

There are more than 73 miles of pipe, ranging in size from 1½ inches in diameter to 78 inches for concrete sanitary sewers.

Embankment construction involved excavating and placing five million cubic yards of earth.

Concrete used to build bridges, curb and gutter and pavement inlets amounted to 130,000 cubic yards.

Conduits to carry wires for highway lighting amounted to about 100 miles.

Construction work started in 1948 and was completed in 1958.

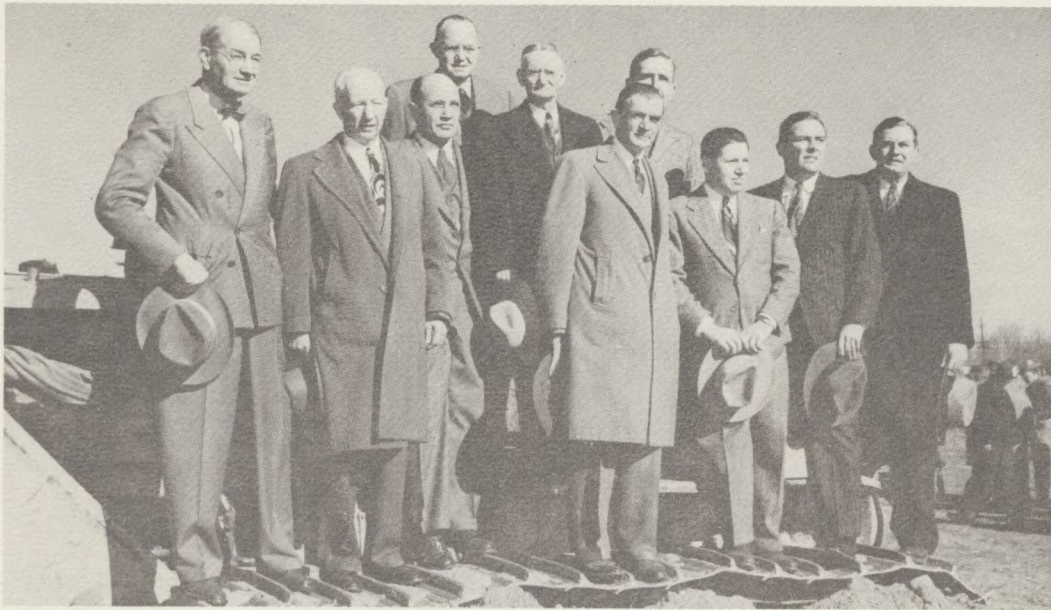
The Valley Highway was designed to provide for six lanes of traffic, three lanes in each direction, whenever the demand of traffic required such a facility, but four lanes were constructed on most of the route since it was believed they would be adequate. The full six lanes were laid on the section between West Alameda Ave. and Market St., however, and future plans call for six-laning northward from Market St., to the West 48th Ave. interchange, and from West Alameda Ave. to Colorado Blvd.

A drainage pipe, ranging up to 42 inches in diameter, lies beneath the median strip on the section of the highway from East Evans Ave. westward to the Platte River. Drop inlets placed at the outer edges of the highway drain into the pipeline.

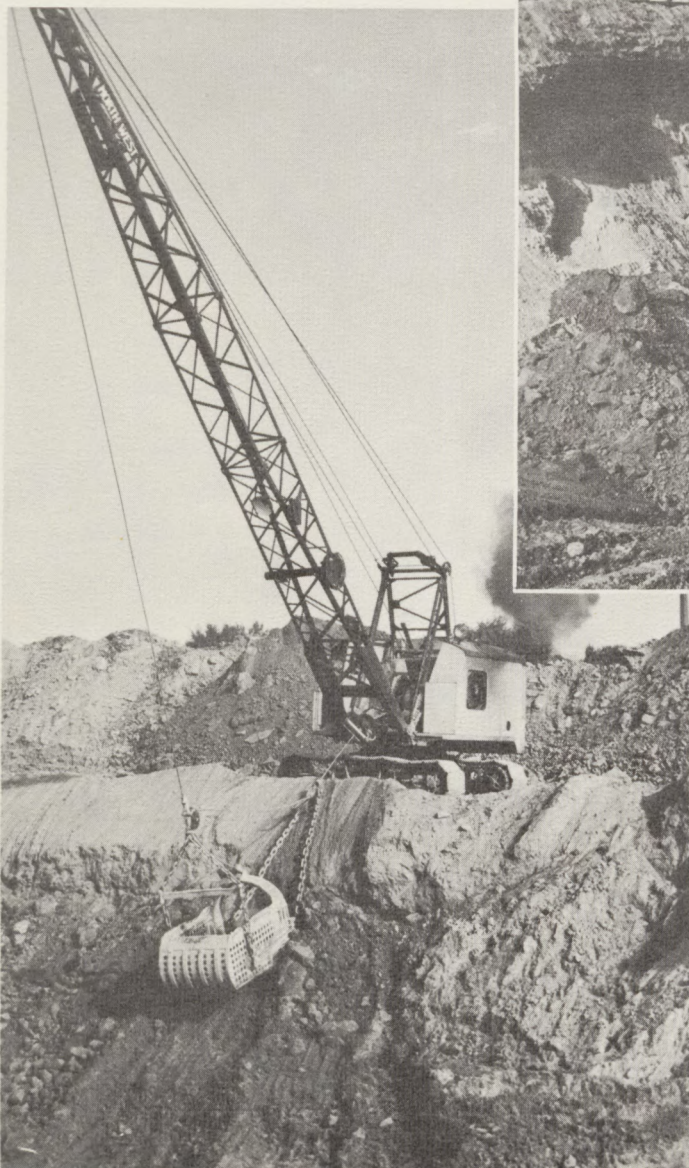
In order to provide for additional drainage during heavy storms, the Department has called for the opening of bids on Nov. 26 for the installation of a 72-inch storm sewer extending along the Valley Highway and Arizona Ave. between South University Blvd. and the Platte. Estimated cost of this work is \$753,000, and completion will be required within four months after work has begun.

The Valley Highway is maintained by the Colorado Department of Highways.

Construction Work On Valley Highway Begins—



AS GROUND WAS BROKEN for the first major construction project, Nov. 16, 1948. Standing on the track of a bulldozer, left to right: Governor William Lee Knous, A. V. Williamson, District Engineer, Bureau of Public Roads; Alfred Ryan of Crocker and Ryan; Russell W. James, Urban Engineer, BPR; Mark U. Watrous, Chief Highway Engineer; Benjamin C. Essig, President, Denver Chamber of Commerce; C. Paul Harrington, Denver City Councilman; James Fresquez, Denver City Councilman; Mayor Quigg Newton, and J. Clinton Bowman, President of the Downtown Association of Denver, Inc.



THEY DUG A HOLE to start construction of the Valley Highway.

The first contract was for the laying of a sewer line, and the photo above shows the bulldozers plowing dirt in the huge excavation near the West 48th Ave. interchange. The sewer pipe to be laid is on the rim of the excavation, and the bucket of a dragline is just edging into the picture.

LEFT, A BUSY DRAGLINE scoops up earth for the high embankment in the background which will be used to form one of the ramps for the West 48th Ave. interchange.

At the right center is the top of the old Globeville smelter smokestack. When this stack was blasted down a few years after this photo was taken, Denver found itself entangled in a traffic jam that made highway history.

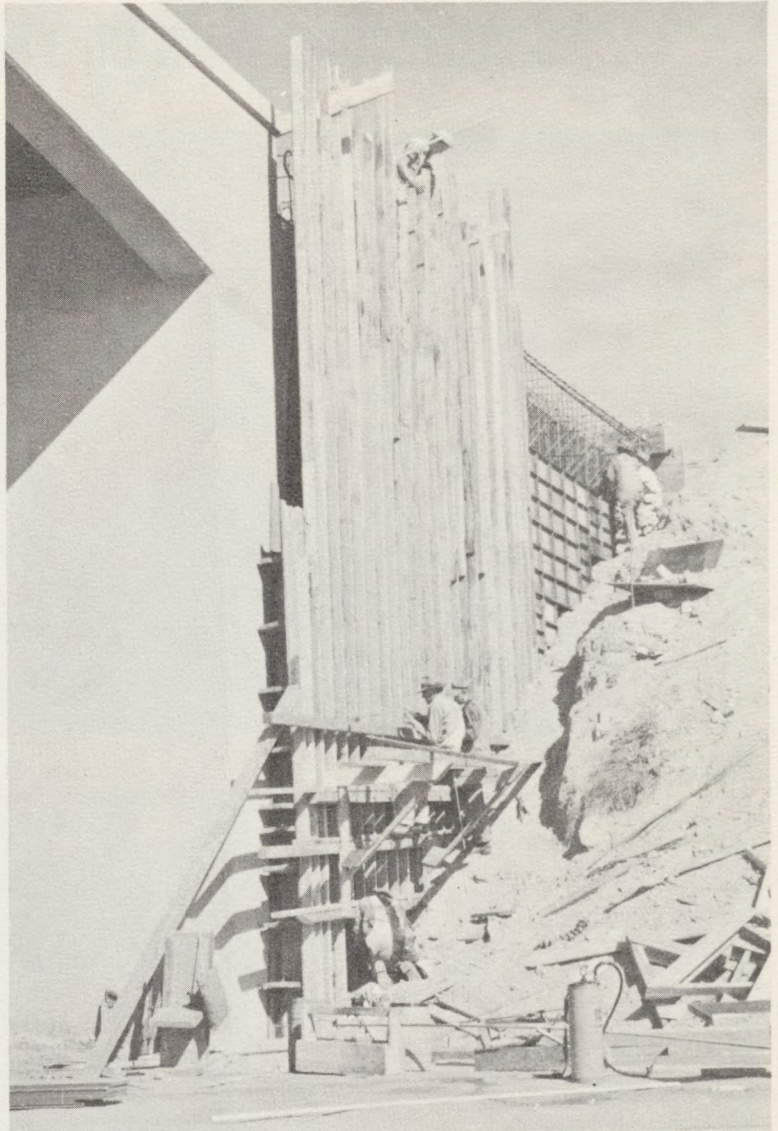


An Old Skyline—and New Work

DENVER'S OLD SKYLINE, above, is shown from the point where workmen were pouring concrete on one of the bridges on the West 48th Avenue interchange in 1949. The Daniels and Fisher Tower and the Telephone Building loom against the sky. Still to come are the Denver Club Bldg., Mile High Center, the Farmers Union Bldg., the First National Bank Bldg., and Brown Palace West. A lot has happened in nine years, hasn't it?

ANOTHER STRUCTURE, right, which will benefit many citizens, was being erected in 1949, however. This is the abutment of one of the 62 bridges which form part of the Valley Highway.

IN SOUTH DENVER, a few years later, this was the scene as extensive excavation prepares the way for the depressed section of the highway.

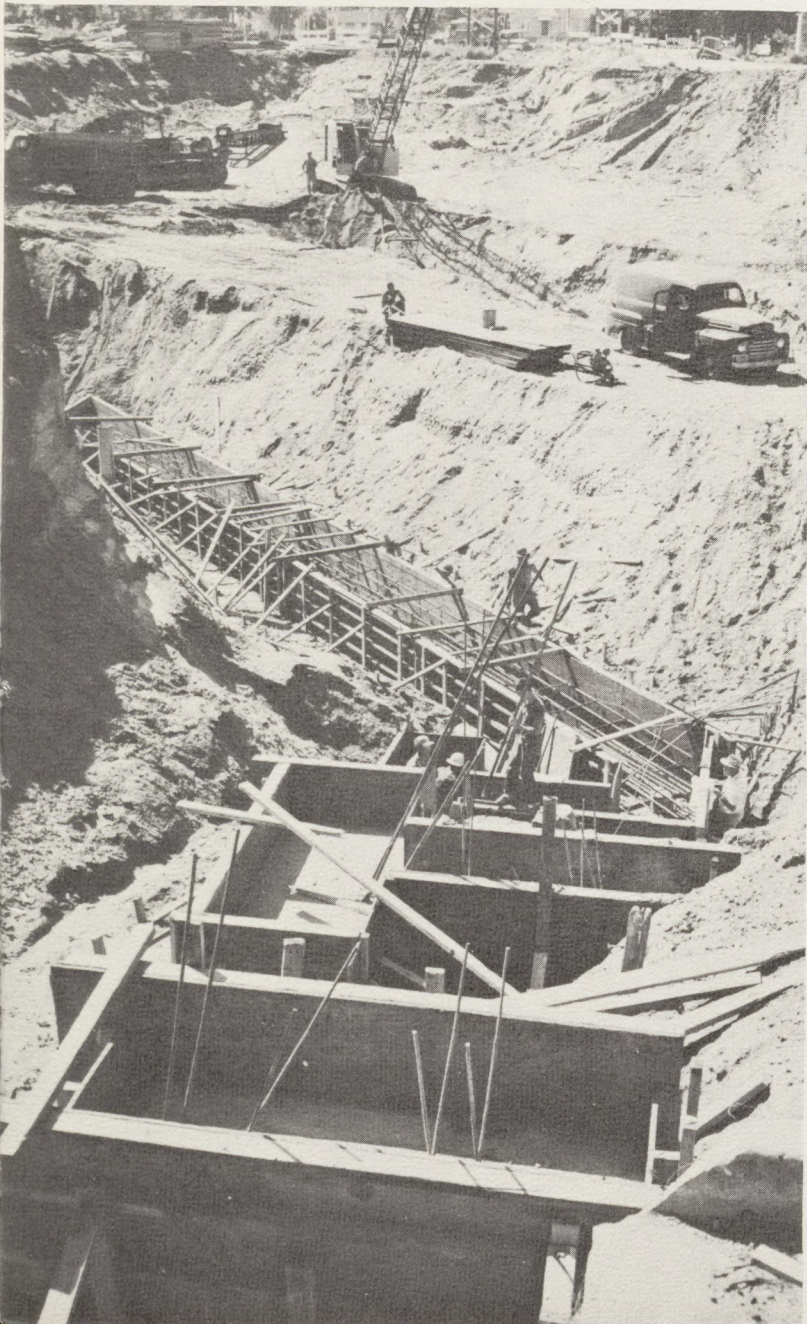




ABOVE GROUND— AND BELOW

SILENT SENTINELS, above, are the parallel rows of concrete piers which will support the Broadway Viaduct.

MINING OPERATIONS, lower left, appear to be under way as contractors prepare forms for the concrete supports for the South Washington St. bridge.



ALL THESE PARTICIPATED

Here are the prime contracting firms which constructed the Denver Valley Highway, together with the public utility companies and the engineering consultants who played a part in the project:

Colorado Constructors, Inc., Denver
 Northwestern Engineering Co., Denver
 R. L. Hanes and Associates, Denver
 Western Paving Construction Co., Denver
 Frank M. Kenney, Denver
 Peter Seerie, Inc., Denver
 C. L. Hubner Co., Denver
 M. W. Larson, Denver
 Western Foundation Construction Co., Denver
 Gardner Construction Co., Glenwood Springs
 Nord Sprinkler System Co., Denver
 Lawrence Construction Co., Littleton
 James B. Kenney Inc., Denver
 Peter Kiewit Sons' Co., Denver
 Lowdermilk Brothers, Englewood
 C. M. Hanes Construction Co., Denver
 Latimer Construction Co., Denver
 J. H. & N. M. Monaghan & Associated Cos., Derby
 National Advertising Co., Bedford Park, Illinois
 J. A. Park Machinery Co., Inc., Pueblo
 Horn Crane Service, Denver
 Kerdy Wrecking Co., Denver

PUBLIC UTILITIES

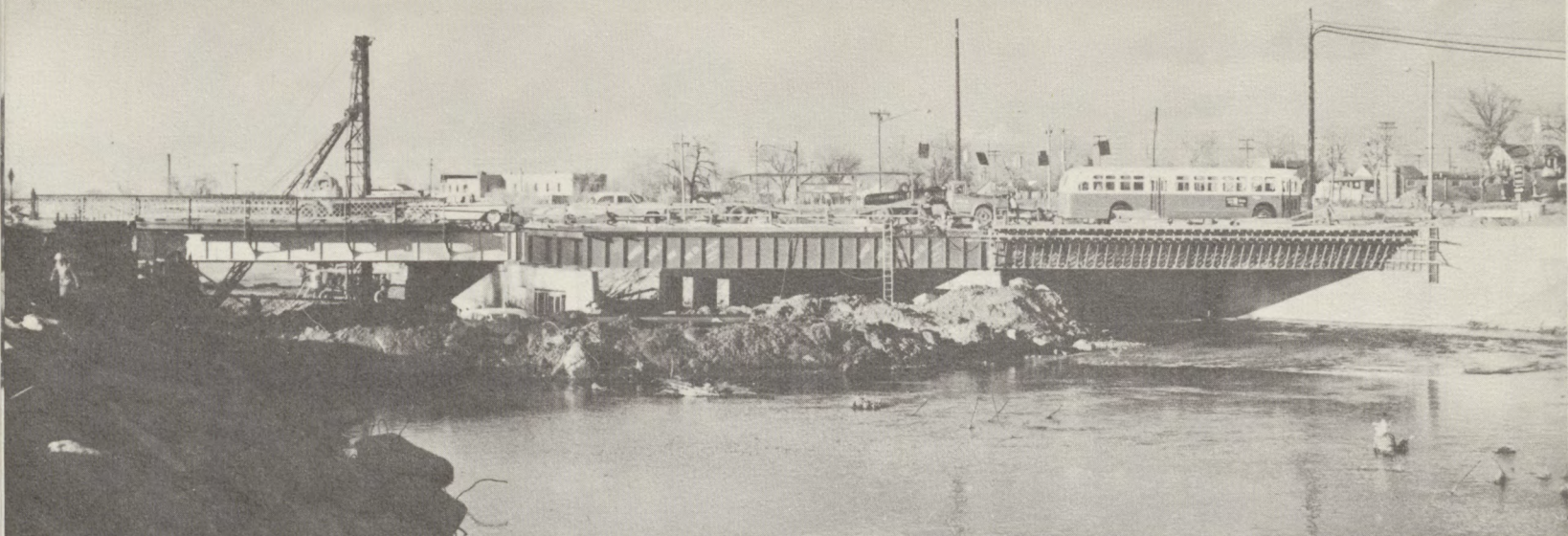
Public Service Co. of Colorado
 Mountain States Tel. & Tel. Co.
 Western Union
 Denver Board of Water Commissioners

RAILROAD COMPANIES

Colo. & Southern Railway Co.
 Atchison, Topeka & Santa Fe RR Co.
 Chicago, Burlington & Quincy RR Co.
 Denver & Rio Grande RR Co.

ENGINEERING CONSULTANTS

Crocker & Ryan, Denver
 Clifford Johnson, Denver
 Phillips-Carter-Osborn, Inc., Denver



THE COURSE OF A RIVER WAS CHANGED

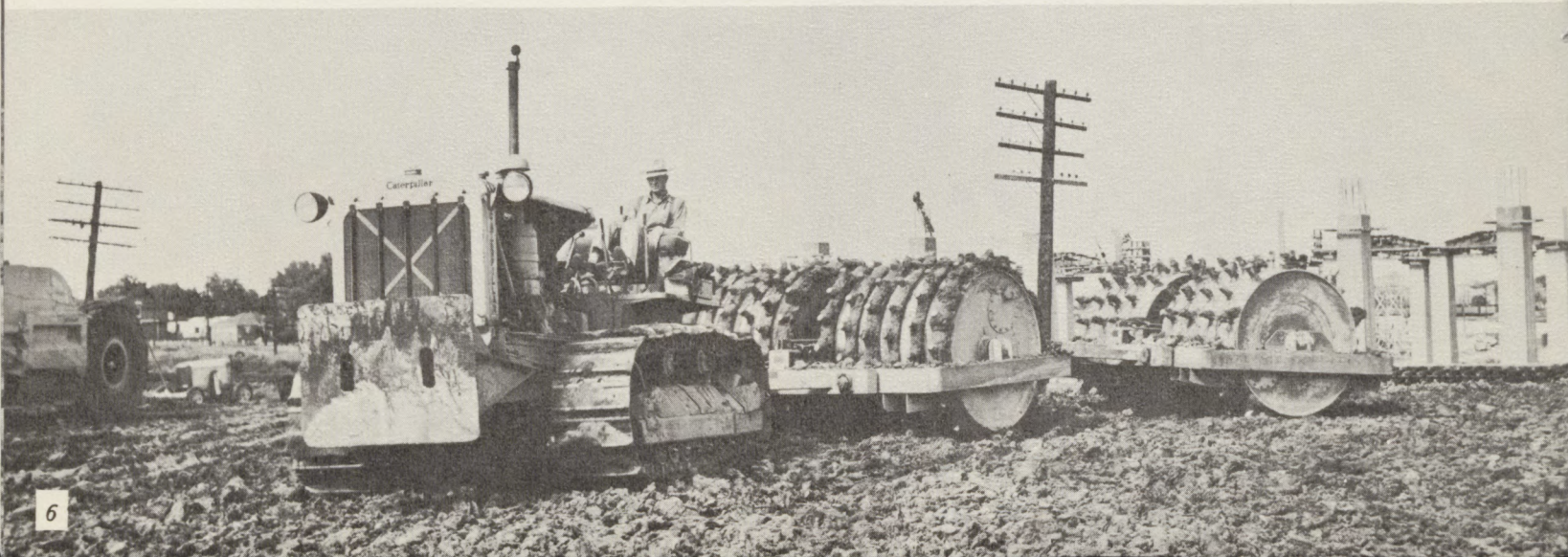
All was not smooth sailing on the Platte when the engineers began planning the interchange at West Alameda Ave. which had to accommodate the twin highways going eastward over the Broadway viaduct, as well as Santa Fe Drive.

Among other things, it was necessary to change the channel of the Platte River for several hundred yards, as shown above.

In addition, thousands of tons of earth were needed for fill and embankments. Much of this earth was purchased by the Department from the excavation for the new May-D&F store at Court House Square. Builders of that structure announced, during the excavation work, that much of the sand and gravel contained gold, so, presumably, one might infer that the banks of the Platte are now lined with that precious metal. This calls to mind the fact that it was the gold-bearing sand along the Platte River and Cherry Creek which lured prospectors to this area in the first place, thus setting the stage for the "Rush to the Rockies" Centennial, which will be held in Colorado next year.

EXPLOSIVE CHARGES were used in a new type pile driver, right, to drive steel piling for bridge footings for street overpasses across the southern section of the Valley Highway.

A CONSTANT HEADACHE to engineers is the task of compacting earth for roadways. Below, twin sheeps-foot rollers in tandem are being drawn by a tractor to compact soil on the southern section of the highway.





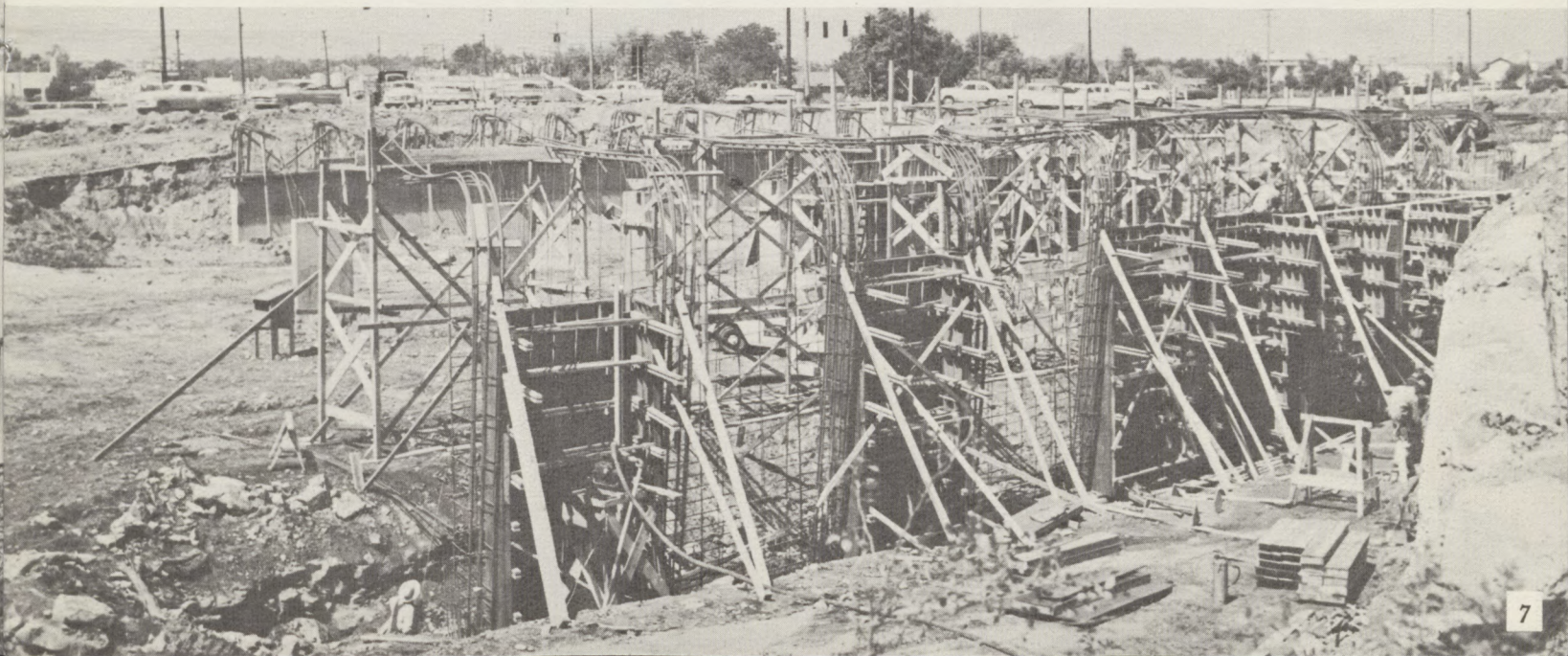
Millions of Dollars Worth of Machines

During the course of building the Valley Highway, contractors were required to provide many types of heavy equipment, ranging from huge cranes to the old reliable bulldozer. The total value of all the machines used in constructing the Valley Highway would run up into the millions. Above, a half dozen of such machines are shown as drainage pipe is being laid under what will become the median strip of the highway at Logan Street.

During the ten years required for the construction of the

Valley Highway, many of the pieces of heavy equipment underwent changes which permitted them to operate with greater efficiency. As the highway neared completion, many of the machines being used were of the most modern type.

MILLIONS OF POUNDS of steel went into the reinforcement of bridges and other structures which were incorporated in the new highway. Below, the reinforcing which put added strength into the West Alameda Ave. bridge, the widest in the State, forms a maze of steel.



Now Begin Your Tour of the Completed Denver Valley Highway

THE WEST 48TH AVE. INTERCHANGE. Imagine you are driving southward on U.S. 87 from just north of the Denver city limit, which is at the top center of the photo at left. This is the first interchange you will encounter on the Denver Valley Highway. East 46th Ave. is at the right and West 48th Ave. at the left. **THE WEST 38TH AVE. INTERCHANGE,** at bottom, is the next major traffic connection you will find as you proceed southward.

HERE'S HOW TO ENJOY YOUR TOUR. You are just starting your trip over the Denver Valley Highway. You have entered Denver from the north and are driving south. A photographer for the Department of Highways flew the entire route in a helicopter to obtain these photos. In each case just imagine you are driving your car, carefully, of course, and with due

regard for all the signs, and are entering each photo from the top of the picture and are proceeding toward the foreground.

The map of the Valley Highway on each of these pictures will show you exactly where you are in each photo as well as where you have just been and where you are going.





ENTERING THE PHOTO from the upper left you soon drive under the 20th St. Viaduct which crosses the picture from right to left. Just before you arrive below the 20th St. Viaduct you enter the 18th St.-19th St. interchange. At the lower right hand corner of the photo you drive beneath the 18th St. overpass. THE SPEER BLVD. INTERCHANGE. At the upper center of this photo is the 20th St. Viaduct under which you just passed in the other picture. Approaching the butterfly-like, cloverleaf interchange at Speer Blvd., you pass beneath the bridges at 18th St., 16th St. and 15th St. The 14th St. Viaduct enters the

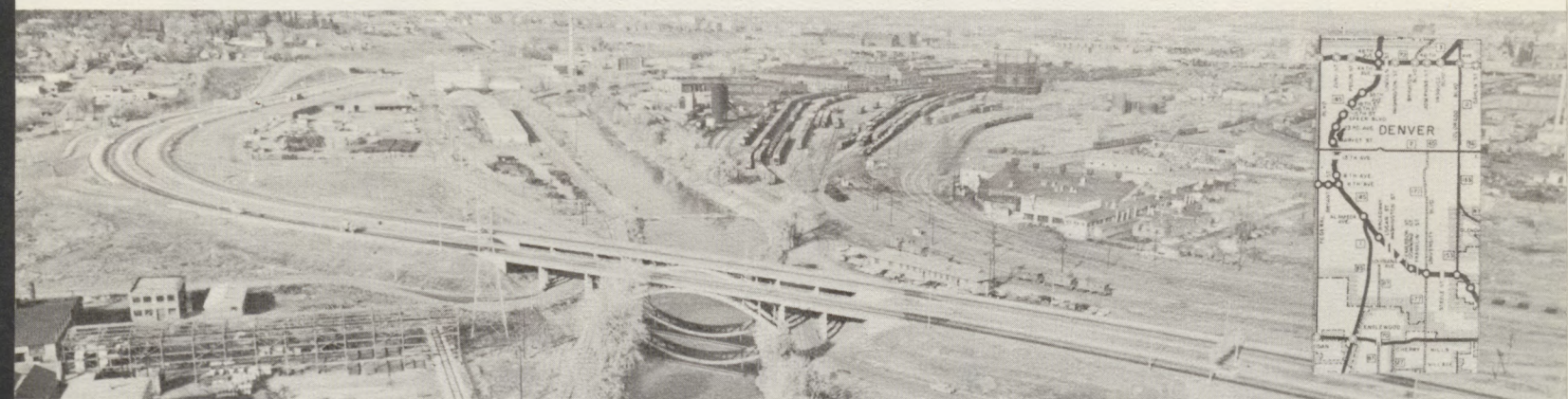
photo from the right and the roadway crosses the center of the Valley Highway cloverleaf on twin overpasses as it proceeds to the left of the picture. The new Continental-Denver Motor Hotel is shown at the left of the cloverleaf interchange. Just before you leave the picture at the lower right center, you drive underneath the West 23rd Ave. overpass. This bridge provides an overpass at virtually the center of the West 23rd Ave. interchange. The Platte River is shown at the right of the photo.





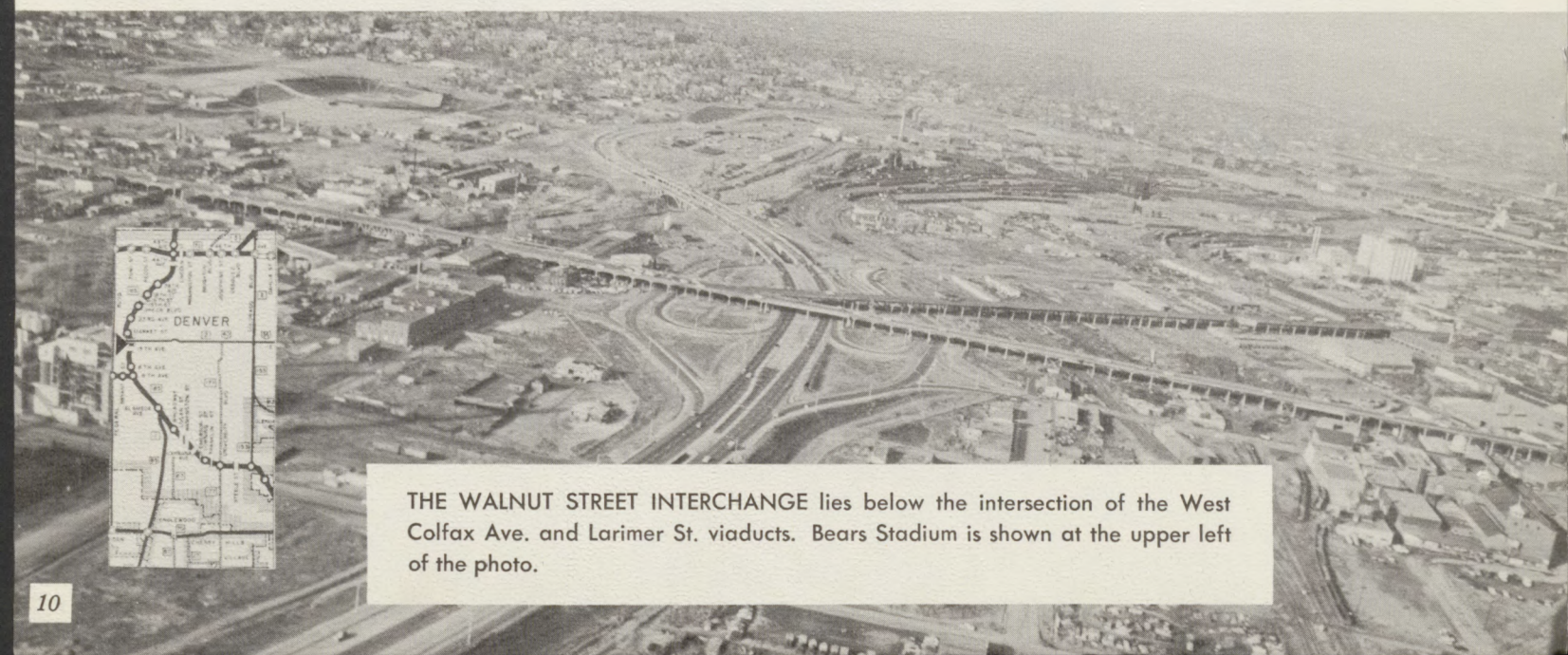
THE WEST 23RD AVE. INTERCHANGE, which you just entered from the last picture. This interchange is what is known as the "Diamond" type. It may be compared with the cloverleaf

design of the Speer Blvd. interchange which lies just above it in the photo.



THE TWIN ARCHES over the Platte River make an interesting reflection in the water. These bridges were built in 1950 on land owned by the City of Denver at a time when funds for construction and right of way were running low. At that time

these bridges seemed a long way from the major portion of the construction work which was going on at the sites of the West 48th Ave. and West 38th Ave. interchanges.



THE WALNUT STREET INTERCHANGE lies below the intersection of the West Colfax Ave. and Larimer St. viaducts. Bears Stadium is shown at the upper left of the photo.

THE WEST 6TH AVE. INTERCHANGE was opened in July 1958. West 6th Ave., which is U.S. 6, a major traffic artery to Colorado's mountain playgrounds, leaves the interchange to proceed westward at the left center of the photo. Extending eastward, from the right center of the photo, is West 6th Ave. Sixth Ave. has been made a one-way street by the City of Denver from the interchange eastward to Colorado Blvd. Just above Sixth Ave. is the Eighth Ave. viaduct. The City of Denver has made Eighth Ave. a one-way street for westbound traffic from Colorado Blvd. to the west end of the viaduct.



THE WEST ALAMEDA AVE. BRIDGE, which carries 8 lanes and is 116 feet wide, is the widest in the state. It spans the Valley Highway and Platte River. This photo shows the beginning of the West Alameda Ave. interchange which starts just north of the bridge. So. Santa Fe Drive is shown at the right of the bridge.

THE WEST ALAMEDA AVE. INTERCHANGE. The West Alameda Ave. bridge, under which you just passed, is at the upper left center. The two roadways of the Denver Valley Highway swing over So. Santa Fe Drive and curve gently to the right of the photo as they prepare to ascend the Broadway Viaduct. This picture gives a long view of Denver's new skyline.





THE BROADWAY VIADUCT lifts over that major north-south artery with a ramp leading from the viaduct to Broadway. Other ramps to permit traffic to enter or leave the Valley Highway are shown at the right center of the picture east of Broadway.

BRIDGES CROSS the Valley Highway at So. Logan St., So. Washington St., E. Louisiana Ave. and So. Emerson St.





ADDITIONAL BRIDGES cross the Valley Highway at Downing St., where ramps permit traffic to enter or leave the freeway, and at Franklin St., which is at the lower left center of the photo. South High School grounds are shown at the lower right of the picture.

THE UNIVERSITY BLVD. INTERCHANGE straddles another busy north-south thoroughfare. Buchtel Blvd. parallels the Valley Highway on the south, which is at the left of the photo. The University of Denver Stadium and Field House are shown at the left center.





THE COLORADO BLVD. INTERCHANGE is another important segment of the Denver Valley Highway which has been in use for several years. Colorado Blvd., which crosses the center of the interchange and proceeds toward the upper right of the photo, has been widened to a six-lane expressway by the Department northward to East 3rd Ave. Another contract to extend this widening to E. Colfax Ave. now is underway and plans are to continue this improvement northward to Smith

Road. Writers' Manor is shown in the right center of the photo at the junction of Colorado Blvd. and the northeast ramp of the interchange. The State Highway Office Bldg. is shown at the upper right center of the photo.

THE E. EVANS OVERPASS, at the extreme southeast edge of Denver, is the technical end of the Denver Valley Highway. Just above the E. Evans St. bridge in the photo is the overpass for the Colo. & Southern RR Co.

THIS IS THE END OF THE TOUR OF THE DENVER VALLEY HIGHWAY. WE HOPE YOU ENJOYED YOUR TRIP.



THESE ARE THE SIGNS OF LIFE—YOUR LIFE



THERE IS A DIFFERENCE IN DRIVING A FREEWAY

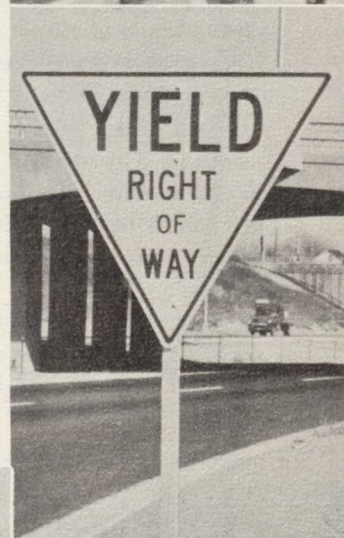
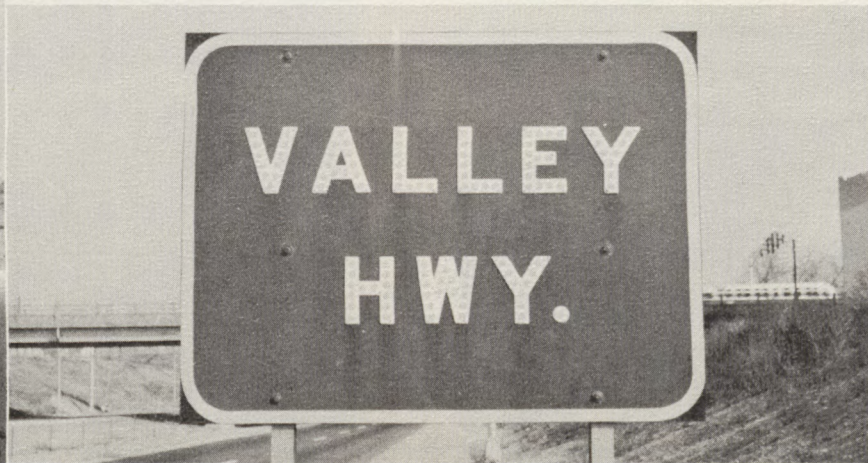
The mileage of freeways in Colorado is now increasing to the point that the inexperience of our drivers is denying them the full benefits that are obtainable through a freeway if it is driven in a knowing manner.

For many years we have all used four-lane highways with the idea that the outside lane nearest the borrow pit was the normal place to drive and that the inside lane nearest the median was for passing only. On the rural segments of the system and the urban segments not included in the approaches to an interchange, this driving rule is still good.

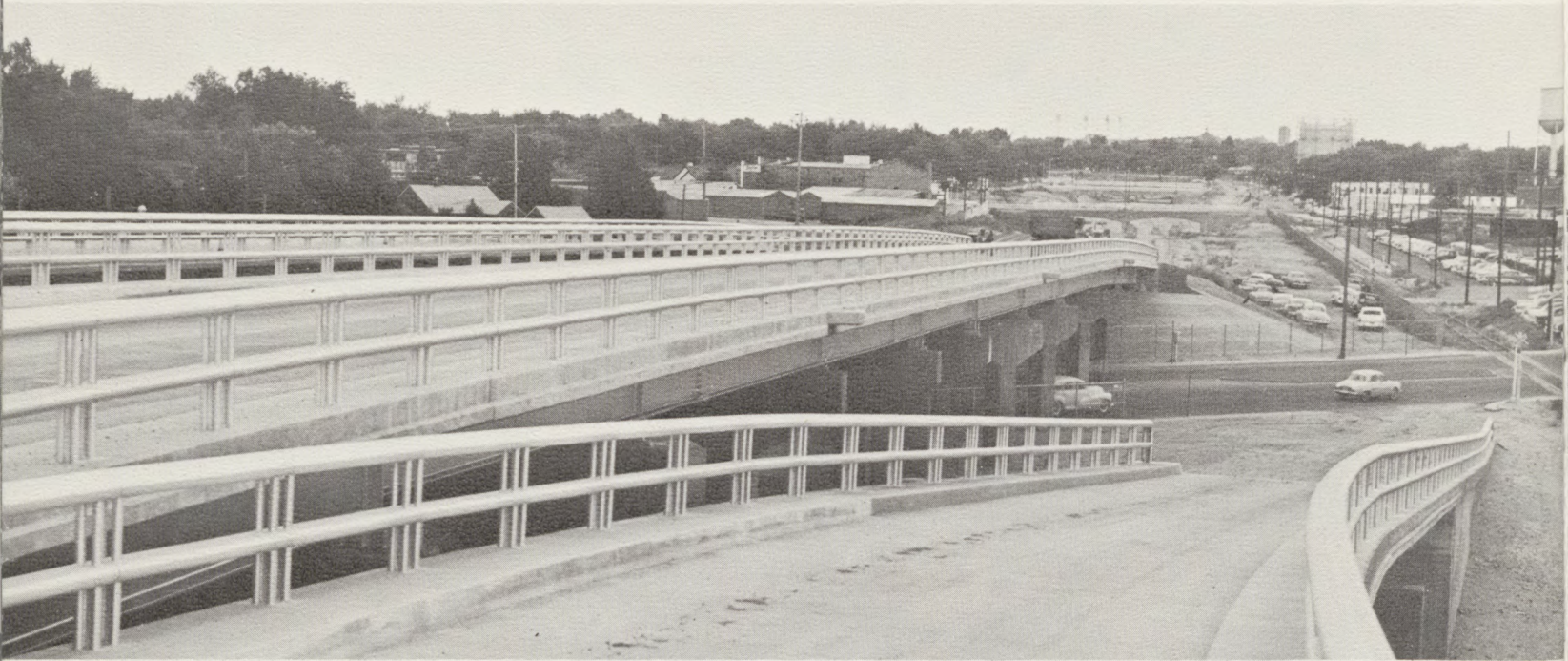
As we approach interchange points, this old driving rule must be altered. The installation of overhead signing permits the traffic engineer to point out to the motorist the lane in which he should drive to follow a certain numbered highway or to arrive at a definite destination. This type of overhead signing brings to mind a new paramount rule for driving on a freeway in interchange areas: "FOLLOW THE SIGNS TO YOUR DESTINATION."

In other words, the traffic engineer has figured out the particular lane which can be most advantageously followed to arrive at any given destination. Knowing everything that is ahead of you, he has then used these informational signs to point out the lane in which you should drive to get to your destination most safely and effectively.

The cost of signing the Valley Highway in compliance with standards set by the American Association of State Highway Officials will be approximately \$1,000,000.



Broadway Viaduct, Valley Highway's Largest Structure



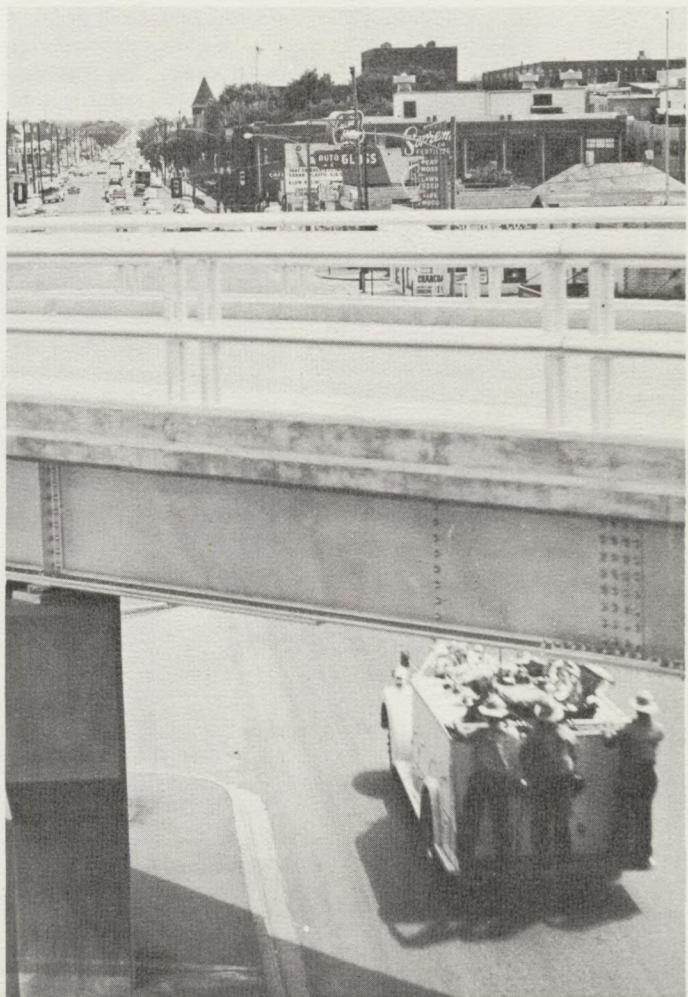
THE BROADWAY VIADUCT consists of twin steel and concrete bridges, each 1,733 feet long, plus a ramp which leads from the east-bound lane to Broadway. Contract for the work, the largest ever awarded by the Department, went to the C. L. Hubner Co. of Denver in June 1957 on its bid of \$2,249,140, which was the lowest of eight submitted. The contract also included widening So. Broadway for a quarter of a mile between Ohio and Kentucky Aves. to provide for two 3-lane driving strips. Total cost of the project, which included \$83,000 for moving public utilities, was \$2,563,750.

Each of the bridges provides for two lanes of traffic on a roadway 31 feet wide. There also are safety walks on both sides of each bridge. The structures were designed to permit the addition of another lane for traffic to each bridge whenever the volume of motor vehicles makes such expansion necessary.

THE TWIN BRIDGES, and the ramp leading down to Broadway, are shown above.

SYMMETRICAL CURVES appear to merge in the picture at lower left just after the bridges cross Broadway.

FULL UTILIZATION of Broadway is made possible by the viaduct as is indicated in the photo at lower right, where a fire engine is speeding on an emergency mission.



ESTIMATES OF FUTURE USE OF THE VALLEY HIGHWAY

Here are reasons for Valley Highway – Count 'em!



METROPOLITAN AREA TRANSPORTATION STUDY

For a number of months the counties of the Denver Metropolitan Area — Adams, Arapahoe, Douglas and Jefferson — as well as the City of Denver, the U.S. Bureau of Public Roads and the Department of Highways have been discussing ways and means by which an appropriate engineering study could be made of the transportation problem as it relates to this area.

It appears that a complete understanding has been accomplished and the means for undertaking the work will be provided. If this assumption turns out to be true, the next two years will be taken up in finding out what the current problem is, and in performing origin and destination surveys which will indicate the pattern of traffic. From this information the highway systems and types of roads and streets which will be required to handle traffic adequately can be determined. A highway plan will then be prepared for the area in which all of the participating levels of government will have had a hand.

TO THE PUBLIC:

The Denver Valley Highway represents an investment of \$33,000,000 of public funds, derived from federal, state and city sources.

This facility, designed for the safety and convenience of the public, will provide, over the years, tremendous savings in time and money.

The Valley Highway is a monument to the close cooperation of many agencies, both public and private, and numerous firms and individuals.

At the state level, support for the Valley Highway project was given by Governors John C. Vivian, William Lee Knous, Walter W. Johnson, Dan Thornton, Edwin C. Johnson and Steve McNichols. From the inception of the plan, all members

During 1957 the Department of Highways did certain work on the Federal Aid Interstate System of Highways which was required by the 1956 Congressional Act. Part of this work involved estimates of traffic on the system which would indicate the volume of traffic in 24 hours that would have been on any section of road, had it been completed in 1955.

The second estimate, covering identical sections of highway, was to provide the traffic volumes which appeared reasonable for the year 1975. This latter figure becomes the basis for future design of the highway. Illustrating this, annual daily traffic average estimates are given in the following tabulation:

POINT TO POINT	ESTIMATED 1955 TRAFFIC	ESTIMATED 1975 TRAFFIC
Hampden to Broadway	15,300	50,000
Broadway to Santa Fe Drive	21,000	68,700
Santa Fe Drive to Alameda	24,000	77,000
Alameda to 46th Avenue	33,000	108,000

It is of interest that checks on the estimates are made frequently. As an example, the week before the Valley Highway opened on November 23rd, traffic counters were placed strategically to determine the existing traffic prior to the time that the road was opened from end to end. The counters will be left in place after the full opening to find out the immediate effect. Subsequently, and early in 1959, a traffic counting program will be conducted at the numerous interchanges to find out what use is being made of the various connecting ramps and how the use correlates with the design presumption.

of the old Highway Advisory Board and the newer Colorado Highway Commission, backed it vigorously. Assistance also was extended by members of the General Assembly.

Beginning with the late Mayor Benjamin F. Stapleton and extending through the terms of Quigg Newton and Will F. Nicholson, Denver city officials, including successive City Councils, have cooperated to the fullest extent possible. In this connection special mention must be made of the close assistance given by Denver City Traffic Engineer Jack Bruce and his office, and by his predecessor, Henry Barnes.

The staffs of both the district and regional offices of the U.S. Bureau of Public Roads have worked closely with the Department on all phases of this undertaking.

Within the Department of Highways itself, the burden of this task was shared by every division, with the heaviest responsibility falling upon Assistant Highway Engineer Charles E. Shumate, Metropolitan District Engineer Fred K. Merten and his predecessor, Dan Ormsbee; Staff Construction Engineer William J. Walsh, and Surveys and Plans Engineer Adolph Zulian and their staffs.

Acknowledgment also must be made of the contributions of the contracting firms which actually built the Freeway, and the public utilities and railroad companies which were involved.

Our appreciation also goes to the public for its patience during the construction period when detours and delays were unavoidable.

In behalf of the Department and all of those concerned with developing this facility, I extend to the public the hope that the Denver Valley Highway will make possible the realization of all of the benefits which we, its designers, have attempted to provide.

MARK U. WATROUS
Chief Highway Engineer



YOUTH AND BEAUTY were unanticipated adornments to the Denver Valley Highway when these Girl Scouts, under the urge of civic service, planted crested wheat on the slopes of the south portion of the Freeway. These industrious workers are members of Troops 105, 419 and 647 from the eighth grades of schools in the South Denver and University Hills districts. Their interest is especially noteworthy inasmuch as they and generations to come will be the future users of the Denver Valley Highway.

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