

**Official  
Dedication  
Program**

**for the 30 Miles  
of Wisconsin's**



Interstate 90 proceeds from south (left) to north through interchange with U. S. 12-18 near Madison. U. S. 51 overpass at 12-18 is visible in upper left background, with Village and Lake Monona upper center.

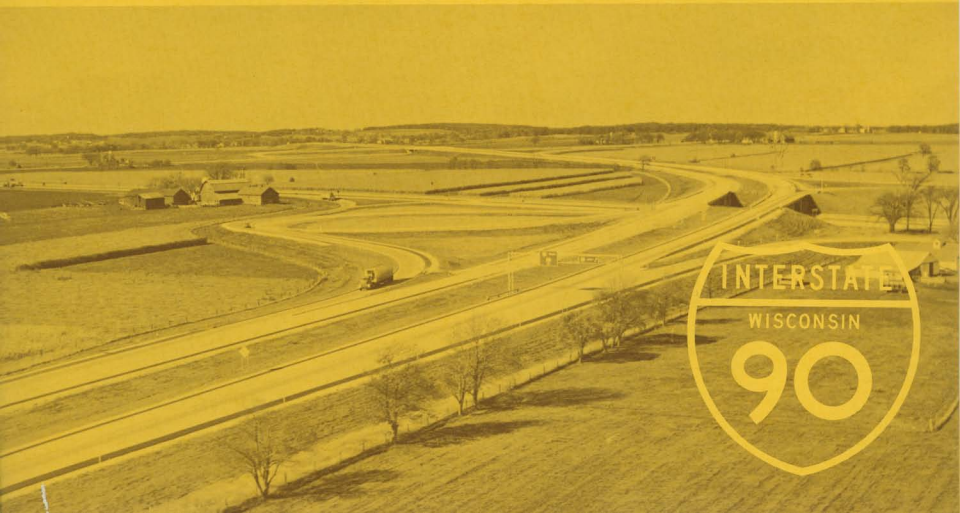
**INTERSTATE ROUTE 90**

**Between MADISON and JANESVILLE**

**In DANE and ROCK Counties**

**Friday, November 2, 1962**

Interstate 90 sweeps from south (left) to north through interchange with U. S. 14 northeast of Janesville.





## Greetings from Governor Nelson

The segment of highway that we are dedicating today is almost unmatched in its potential contribution to the continued growth and forward progress of our great State of Wisconsin. It ties our state more closely to others, both near and far, and it brings the nation to our doorstep. It means new opportunities for the development of industry, business, agriculture, and recreation.

Wisconsin farm produce and manufactured goods can now be moved more easily and quickly to the nation's marketplace. Visitors from Chicago and more distant points can travel with greater comfort and speed to our vacation areas. The new route allows a saving of two hours in travel time between Chicago and northern Wisconsin. It means safer and easier motoring, with fewer accidents and more lives saved.

We at the state level are pleased with the fine cooperation given by county and local officials and citizens in the planning and building of this new highway. I am happy to share with them the pride of accomplishment evidenced by today's dedication and to look forward with all Wisconsin citizens to the unlimited potential for social and economic development which modern highways and transportation promise our state.

*Gaylord A. Nelson*  
Governor of Wisconsin



## A Message From Your State Highway Commission

The section of Interstate 90 that we dedicate today is indicative of the progress being made on Wisconsin mileage of the National System of Interstate and Defense Highways. The 30 miles between Madison and Janesville are part of a total of nearly 200 miles of Interstate freeways now completed in Wisconsin. This is about 45 percent of the 452 miles allocated to this state by Congress in the enabling legislation of 1956.

It is our function to utilize all available funds toward the completion of Wisconsin's Interstate routes, and at the same time to develop your state trunk highways to modern standards that will serve growing traffic needs. This requires both the expansion of facilities in the areas of greatest congestion and the continued development of a safe, adequate network of highways to reach all areas of the state.

We commend your attention to the functional beauty of the highway being dedicated today. We trust you will observe the careful engineering and quality workmanship that are a part of this scenic route, not only blending it into the beautiful countryside but doing it in such a way as to make all traffic movements easier, safer and more efficient.

We appreciate the fact that projects of this type require the cooperation and support of citizens in the local area and throughout the state. We are pleased and happy to join with you today in marking the occasion of the opening of this road to public use.

G. H. BAKKE  
Vice Chairman

V. L. FIEDLER  
Secretary

HARVEY GRASSE  
Chairman



County Trunk Highway "N" overpasses I-90 at interchange between Cottage Grove and Stoughton.



Trumpet interchange carries U. S. 51 on and off I-90 east of Stoughton.



Dual-purpose interchange serves to merge U. S. 51 (lower right) and Highway 73 (from upper left) with I-90 near Albion. Highway 106 from Fort Atkinson approaches junction with S. T. H. 73 at top left.



Twin bridges carry I-90 over Rock River just south of interchange with Highway 59 between Edgerton and Milton Junction.



I-90 swings southward through interchange with Highway 26 between Milton and Janesville. Triangle is completed at right center by U. S. 14.

## Opening Program and Day's Agenda

9:00 A. M. Friday, November 2, 1962

At the Interchange of I-Route 90 with U. S. Highway 12-18

Harvey Grasse, Chairman, State Highway Commission  
Master of Ceremonies:

- Our National Anthem
- The Invocation
- Greetings—Mr. Grasse
- Introduction of Guests
- Address by Gov. Gaylord Nelson
- The Ribbon Cutting Ceremony
- Photographs of Ribbon Cutting
- Motorcade forms and proceeds southward on Interstate 90 for other ceremonies at interchanges with County Trunk "N", U. S. 51, Highways 73, 59 and 26, and the Dane-Rock county line.

Dedication programs will be presented by the citizens of Madison, Stoughton, Edgerton, Janesville, Fort Atkinson, Cambridge, Cottage Grove, Deerfield, McFarland, Monona, Rockdale, Milton, Milton Junction, Utica, Nora, Kegonsa, Albion, Fulton, Indianford, Newville, Koshkonong and Busseyville, in conjunction with the towns of Blooming Grove, Cottage Grove, Pleasant Springs, Christiana, Dunkirk, Albion, Fulton, Milton, Janesville, Harmony and Sumner in Dane, Rock and Jefferson counties.

### Construction of the Madison-Janesville Section of Interstate 90

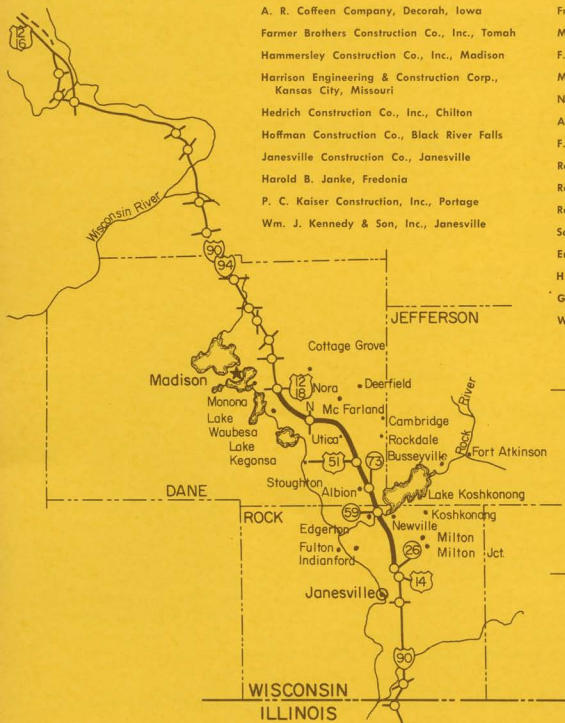
. . . required 11,400,000 cubic yards of earthwork . . . 680,000 cubic yards of sand and gravel for the 9-inch base . . . 1,110,000 tons of gravel or crushed stone for base course and shoulders . . . 1,120,400 square yards of portland cement concrete pavement and steel reinforcement . . . 91,000 tons of bituminous concrete surfacing for local roads and shoulders and 5,000 tons of bituminous materials for surfacing . . . 42,000 linear feet of culvert pipe.

. . . structures on the route required 31,300 cubic yards of concrete masonry . . . 4,780,000 pounds of bar steel reinforcements . . . 108,000 linear feet of piling of various types . . . 6,000,000 pounds of structure steel . . . 288 prestressed girders. (The concrete pavement and concrete masonry required 1,170 carloads of portland cement.)

# Prime Contractors for Madison-Janesville Section of I-90

L. G. Arnold, Inc., Eau Claire  
 John F. Bloomer Co., Inc., Appleton  
 Century Fence Co., Waukesha  
 A. R. Coffeen Company, Decorah, Iowa  
 Farmer Brothers Construction Co., Inc., Tomah  
 Hammersley Construction Co., Inc., Madison  
 Harrison Engineering & Construction Corp.,  
 Kansas City, Missouri  
 Hedrich Construction Co., Inc., Chilton  
 Hoffman Construction Co., Black River Falls  
 Janesville Construction Co., Janesville  
 Harold B. Janke, Fredonia  
 P. C. Kaiser Construction, Inc., Portage  
 Wm. J. Kennedy & Son, Inc., Janesville

Kluck Construction Company, Inc., Stevens Point  
 Edward Kraemer & Sons, Inc., Plain  
 Magill & Welcos Construction Co., Elkhorn  
 Frank Mashuda Companies, Associates, Milwaukee  
 McMullen & Pitz Construction Co., Manitowac  
 F. F. Mengel Company, Wisconsin Rapids  
 Meyer Machine Company, Inc., Red Wing, Minnesota  
 Nelson Construction Co., Black River Falls  
 Arthur Overgaard, Inc., Elroy  
 F. C. Raemisch & Son, Inc., Waunakee  
 Raemisch Construction Co., Middleton  
 Rein, Schultz & Dahl, Inc., Madison  
 Robert W. Ryan Company, Janesville  
 Schuette Builders, Manitowac  
 Ernst W. Tillman, Green Bay  
 H. Turner & Son, Boscobel  
 G. A. Watson, Barneveld  
 Wingra Stone Co., Madison



"Closing the gap", ahead of schedule, for 102 continuous miles of Wisconsin Interstate 90 between Beloit and the Wisconsin Dells area. This highway connects at the state line with the 76-mile Illinois Interstate 90 (Northwest Tollway) from Chicago, and hence to other Midwest cities and the Eastern Seaboard. Northbound motorists will find convenient interchange connections with principal state or county trunk routes for travel throughout Wisconsin.

The National System of Interstate and Defense Highways will provide a 41,000-mile network of multiple-lane roads to connect 90 percent of all cities of over 50,000 population . . . biggest peacetime public works program in world history . . . with today's dedication Wisconsin has 198 miles completed and open out of a total allocation of 452 miles. . . I-90 originates at Boston, enters Wisconsin at Beloit, will extend to Tomah and proceed westward through La Crosse to Seattle.

Local chairmen for interchange ceremonies study sites with W. J. Kertula, Madison, district engineer of the State Highway Commission. Left to right are: Robert Westfall (26) Janesville; Kertula; Irving Quam (County "N") Rt. 1, Stoughton; Charles Blanford (51) Stoughton; Farmsley Peters (12-18) Madison; Bernard Farmer (59) Edgerton, and J. Richard Depper (73) Fort Atkinson.

