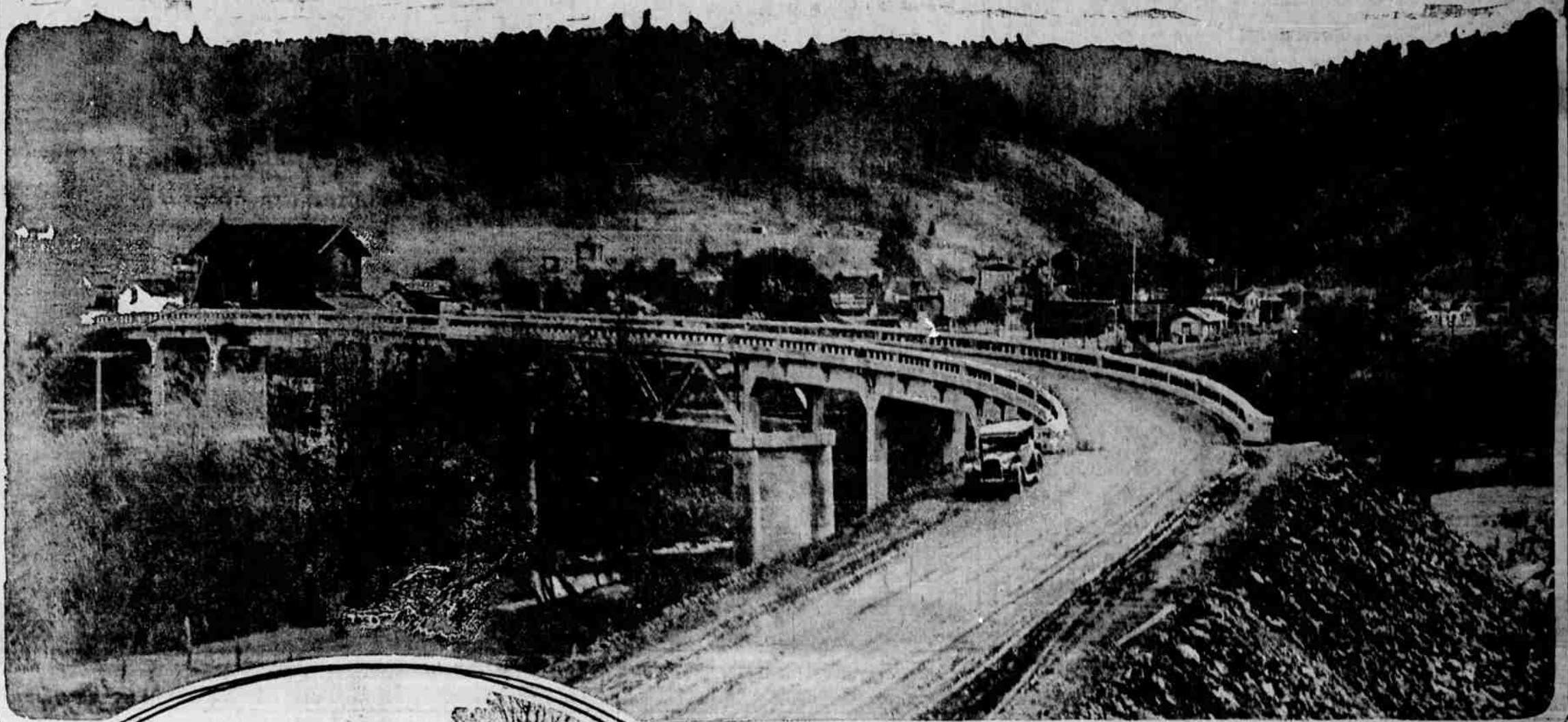
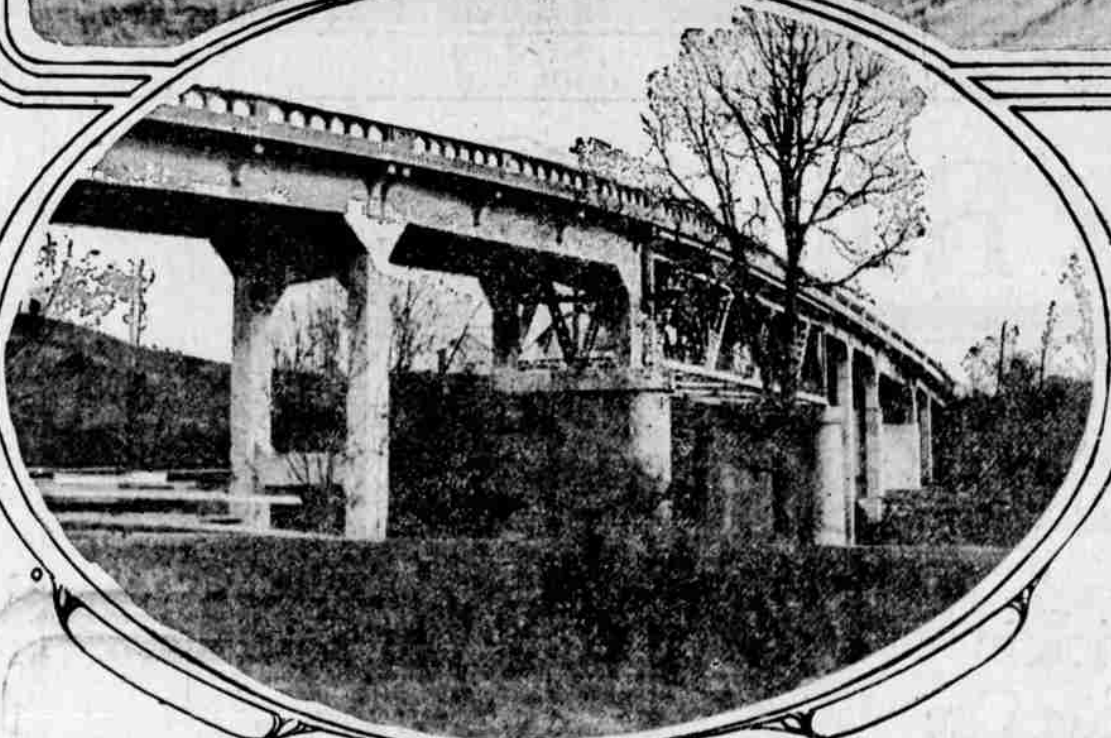


ROSEBURG, OREGON, FRIDAY, JANUARY 1, 1926

The Oakland Overcrossing Is a Magnificent Piece of Highway Engineering



New Combined Bridge Over Rail Line and River.



Bridge as Viewed from Old Road.

Beautiful New Structure Eliminates Bad Railroad Grade Crossing and Dangerous Curves

Douglas county motorists are delighted that the Oakland overcrossing, pictured above, has been completed and is now ready for travel. It is one of the newest bridge structures on the Pacific highway. Through its construction there is eliminated a bad curve, an old steel span and a dangerous railroad grade crossing.

The "overcrossing" is given that title because it is a combination structure, fulfilling a double purpose. It is a bridge and a separation of rail and highway grades combined.

The new span is located at the north end of the town of Oakland in Douglas county 16.1 miles north of the city of Roseburg, where the highway crosses the Calapooia creek and the tracks of the Southern Pacific. It was opened to travel November 2, as soon as the roadway was in condition to permit vehicles to pass over it, in order that the old bridge, just to the south of the new structure, might be removed and the steel span utilized on one of Douglas county's secondary roads.

The Oakland bridge is one of the two major spans included in current construction work on the Pacific highway, the other being made on the east side route through the Willamette valley, crossing the Willamette river at Harrisburg. Although the completion of the Pacific highway as a paved artery traversing the entire length of the state was celebrated several years ago,

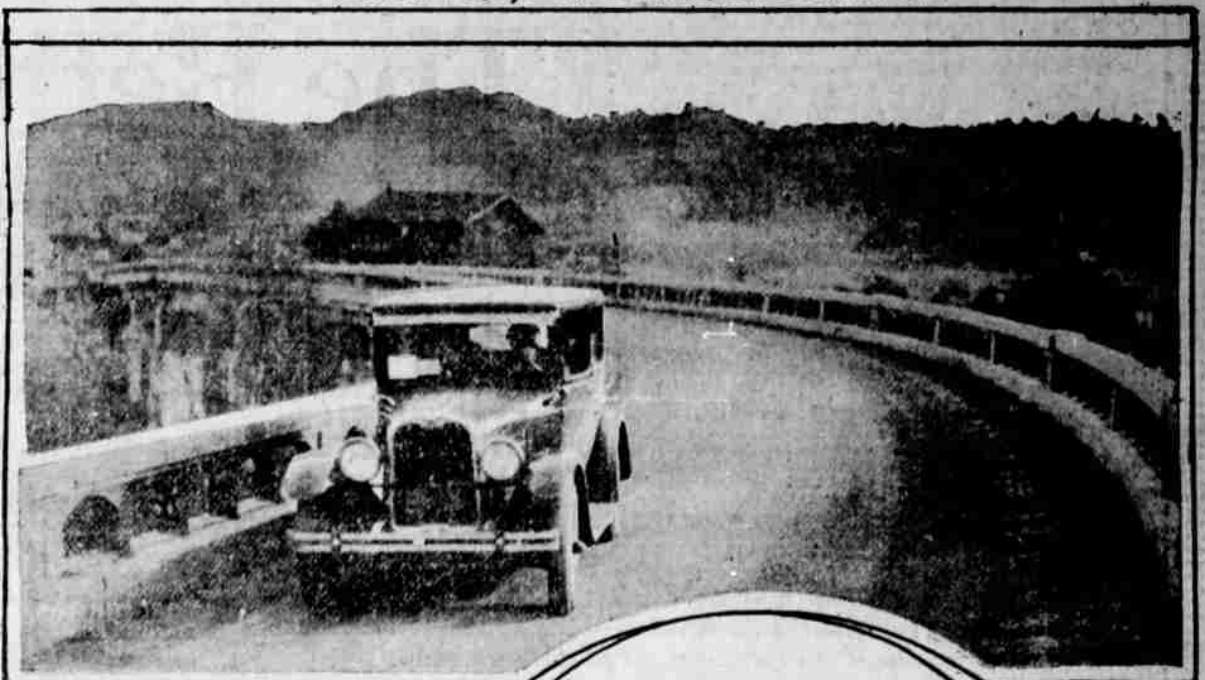
there have still remained a number of places where new bridges and railgrade separations were necessary.

L. W. Metzger of this city, was the contractor for the Oakland overcrossing. It was designed under the direction of C. B. McCullough, bridge engineer of the Oregon state highway commission and built at a cost of approximately \$48,000. It consists of one steel span 100 feet long and 275 feet of concrete viaduct, in addition to earth approaches on each side.

One thing for which the bridge department deserves considerable credit is the wisdom it has displayed in selecting the type of design of minor details of its structure.

The Oakland overcrossing adds to the completeness of the Pacific highway through Douglas county and every effort is being made to rush work on the overhead crossing at Shady Point, a few miles south of the city. This is a dangerous crossing and several bad accidents have already occurred there. The overhead crossing at the junction of the S. P. tracks and the highway, a short distance south of Sutherlin is being held up until it can be determined whether it would be wiser to make a new grade on the east side of the tracks and eliminate the crossing entirely.

Douglas county boasts of the longest stretch of paved highway of any county in Oregon. The road passes through a very beautiful portion of the county and those who have made the trip declare it equals the famed drive along the Columbia river.



North Approach



Old Bridge Over Calapooia.