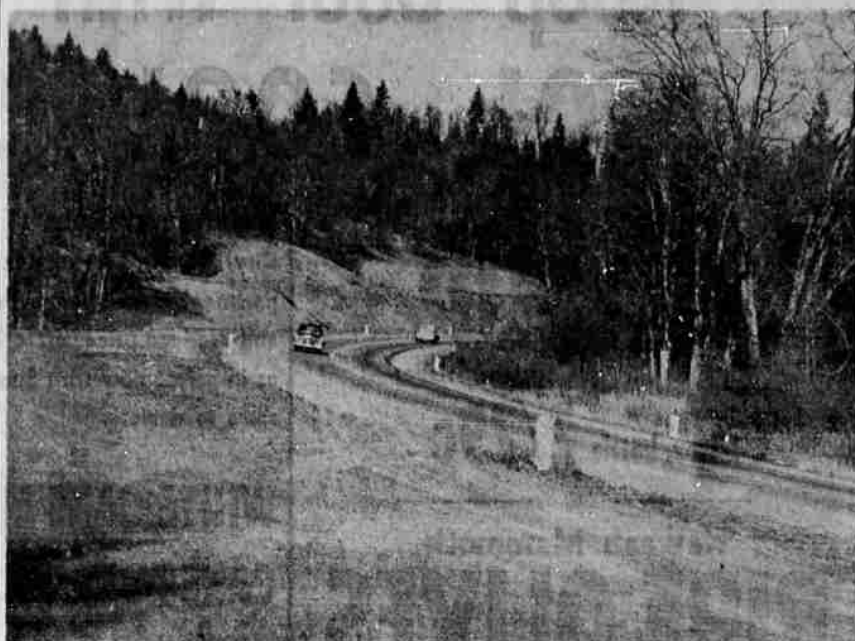


# Anlauf-Rice Hill Highway Section Due For Traffic In August



RELOCATED PACIFIC HIGHWAY followed floor of Curtis Creek Canyon through northern part of Anlauf-Rice Hill section. Highway width allows grades. County road crosses under highway here. for climbing lane for slow-moving trucks on



RICE HILL GRADE has been reduced to allow faster traffic on south end of section. Climber lanes are being built here.



ALLOWANCE FOR FOUR-LANE traffic eventually was made. Shelf above roadway can be cut down with little work to widen roadway.

## Relocated Route Expected To Speed Cars Through Northern Part Of Douglas County

Contractors this month are putting the finishing touches on another relocated section of the Pacific Highway.

The Anlauf-Rice Hill section, 20 miles long, will be completed through the new Scotts Valley route sometime in August, possibly by the middle of the month, according to Tom Edwards, division engineer for the State Highway Dept.

Opening of the section will mean the bypass of Yoncalla and Drain—the fourth and fifth cities in the county to be skirted by the new highway. Previously, Canyonville, Sutherlin and Oakland had been bypassed.

Little Work Remains  
Only some paving and sign placement remains to be done on

the unit now. Part of it was paved last fall, but winter set in before the project could be completed.

When done, all relocation work from Roseburg to the north Douglas County line will have been completed, with the exception of the opening of the Winchester-Shady unit. Most of that unit is complete now, and plans are being laid to put it under traffic possibly by Oct. 1.

The shortened route through the northern part of the county will mean time saved for motorists. Edwards points out that the distance between Rice Hill and Anlauf formerly 22.5 miles, will be cut to 20 miles.

Highway Curves Safe  
But it'll be the arrow-straight stretches of highway which prob-

ably will be most pleasing to drivers. Number of curves between the two points has been reduced from a cumbersome 152 to only 24. The curves remaining have been engineered for today's high speed traffic.

Other safety features are being built into the highway.

Characteristic now with all new highway construction in Oregon, climbing lanes for slow-moving traffic are on the ascending grades. The north side of Rice Hill, once a challenge to motorists and later a bottleneck during snowstorms, is being graded down and curves widened.

Excess Earth Utilized

Earth removed from the cut atop Rice summit was used for the eventual grade of projected third and fourth lanes south of

summit. It was distributed beside the present two-lane highway.

Between Rice Hill and Anlauf, the highway has been built up to state freeway standards. Basically a two-lane highway, traffic lanes will be 12 feet wide with wide shoulders, partially oiled.

Right-of-way has been purchased for eventual expansion to four lanes. In cuts along the roadway, earth has been removed until it will take but a minimum of work to add two more lanes.

Highway Route Described

The highway section starts at the south at the foot of Rice Hill and takes off straight across the flat valley toward Scotts Valley. Encountering hills north of there it follows the floor of Curtis Creek Canyon to Anlauf, where an interchange divides traffic northbound on Highway 99 and that headed for Drain or Lorane.

The old highway—the one presently used—will remain in the state system, and all will qualify for federal aid funds in upkeep.

The section north of Drain, which wobbles around the Pass Creek Valley, is to become part of Highway 38, which now runs between Drain and Reedsport on the coast.

The Anlauf-Rice Hill section, incidentally, is remarkable in one particular.

Big Rock Job Let  
Edwards said what is believed to be the biggest rock supply con-

tract ever let in state history was let to supply material for the highway.

Roughly 400,000 cubic yards of rock were taken from two quarries by Porter Yett, Portland, the contractor. The quarries are located south of Yoncalla and near Elkhead.

The new highway unit, on each end, opens onto sections of the relocated highway already fitting into the overall plans for the freeway through the county.

4,563 ARRESTED

SALEM (AP)—State police arrested 4,563 persons during May for traffic violations and warned 15,313 others, Supt. H. G. Maison said here. The totals included 709 arrests for speeding, 490 for driving without a license, and 127 for drunken driving.

The officers also made 449 arrests for violations of general laws, and 215 for violations of fish and game laws.

COMPLETION DATE SET

SALEM (AP)—The Oregon Board of Control learned here that the 676-bed wing at the Oregon State Hospital will be completed Oct. 15. The assurance was given by Ross B. Hammond, Portland contractor who is building the wing.

The number of electric light bulbs in a typical new automobile rose from 5.5 in 1925 to almost 23 today.



LARGEST ROCK PROJECT in state's history was contracted for highway construction. Above, Long quarry south of Yoncalla.

### Low Bid Entered For Access Road

J. W. Briggs of Bend has submitted a low bid of \$201,760 to the Bureau of Public Roads for grading of 1.67 miles in the Smith River area of Douglas County.

The announcement was made by F. E. Andrews, division engineer. He has recommended to the Bureau of Land Management that the contract be awarded to Briggs.

Known as the Spencer Creek Road, the route connects with the Smith River Road approximately 1.5 miles east of Denver. It reaches into a BLM area on which blow-

down and insect-infested timber is being harvested. The road construction is being handled by the BLM.

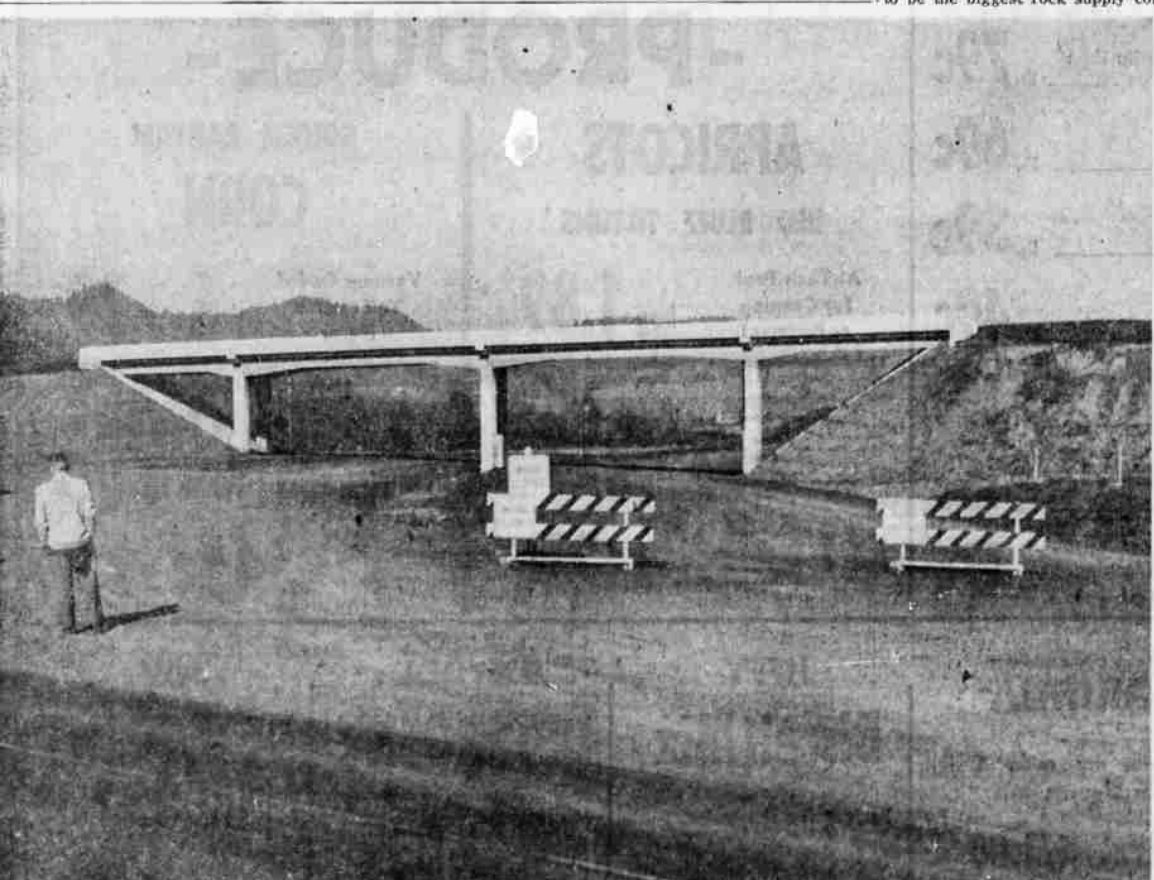
Other bidders were G. D. Dennis & Sons, Portland, \$275,991; J. Ira McNutt, Springfield, \$316,865; and Funderburk Construction Co., Sutherlin, \$321,358.

Because of the need for immediate harvesting of the timber, a time limit of 100 days has been set for completion. The Smith River Road is now nearing completion.

### TOURISTS SPEND BILLION

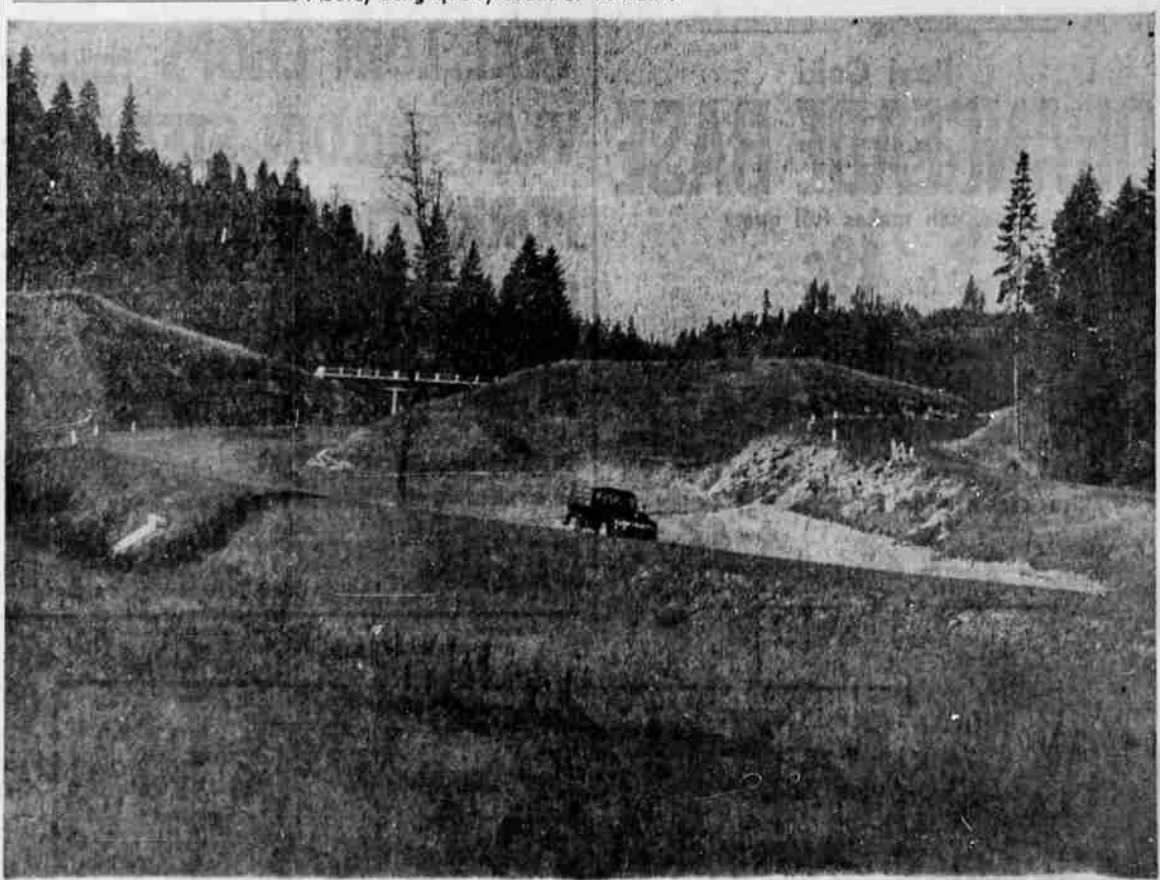
SEATTLE (AP)—The amount of money spent by tourists and for recreation in the Pacific Northwest this year will approximate one billion dollars, according to the Pacific Northwest Trade Assn. The association in a report issued recently, said the states of Washington and Oregon will gather in about 50 per cent of the amount spent in the entire Pacific Northwest.

A suspension bridge is, in effect, a reverse arch.



ENDS OF THE HIGHWAY SECTION are shown here. At left is interchange overcrossing near present highway south

of Yoncalla. At right is another interchange dividing traffic for Drain and Lorane. Between the two points, the high-



way has been built to high-speed safety standards, doing away with 128 curves. The new highway will travel

through Scotts Valley, bypassing Drain and Yoncalla.