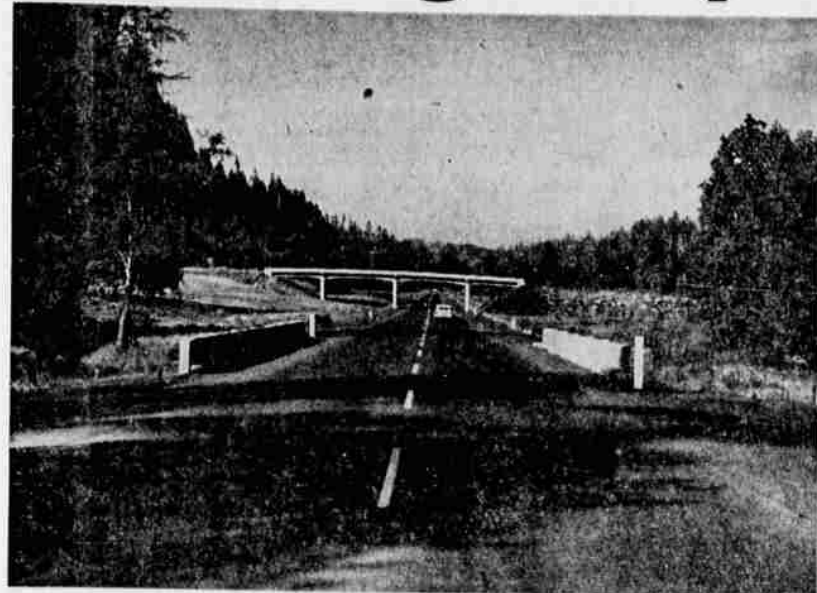
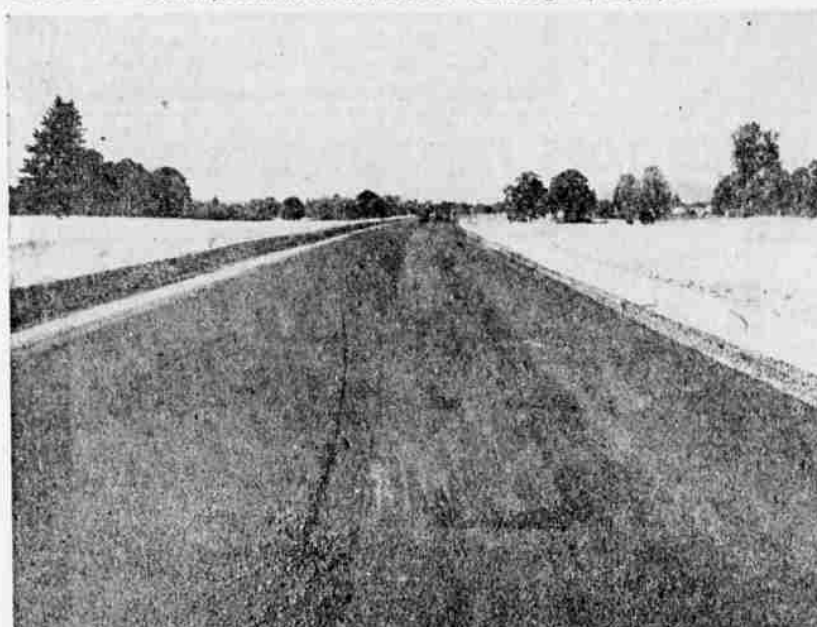


State Highway Program Takes Strides In '55



OVERCROSSING — This is the crossing of Cox Creek County Road over the Divide-Rice Hill section of relocated Highway 99. The route was open to traffic in September. It saves three miles travel distance and eliminates miles of narrow pavement and sharp curves. Cost of 20 miles of improvement was \$5,500,000. (State Highway Dept. photos)



CONSTRUCTION on the Goshen-Divide section in southern Lane County. Highway here is being paved and will be completed by fall of 1956. Relocation extends 20.6 miles here.

Three Major Projects Completed In County At Cost Of \$11 Million

The year 1955 has been one of substantial progress in the improvement and modernization of Douglas County's as well as much of the rest of the state's highway systems.

This was the report today from the State Highway Commission. Motorists of the county and state are welcoming the improvements which have afforded them savings in distance and travel time as well as safety and convenience.

In Douglas County alone, the state finished three major projects costing approximately \$11,520,000 and was working on another costing \$4,250,000. The Divide-Rice Hill section and Deady-Shady section of Highway 99 were two of the most notable completions in the state. Other lesser projects and those constructed by the Bureau of Public Roads totaled \$13,661,000.

On the state level, construction work performed and paid for during 1955 will amount to \$30,500,000, about \$3,500,000 less than in 1954 when the state's bond program was at its height. Contracts awarded during 1955 will total \$30,500,000. Construction work contracted during the year involved 183 separate contracts varying in amount from \$9,600 to \$1,277,500 and averaging \$167,800. It consisted of 181 miles of grading, 238 miles of rock base construction, 308 miles of oil wearing surface, 176 miles and 86 bridge and grade separation structures. Excavations to be made under these contracts total 9 million cubic yards. Materials to be furnished and used include 2,900,000 cubic yards of gravel and crushed rock, 89,000 cubic yards of concrete in structures, 15,500,000 pounds of steel, 650,000 tons of asphaltic concrete and 30,790 tons of road oils.

Of the \$30,500,000 expended on construction work during the year, \$13,500,000 was bond money, \$10,300,000 was Federal-aid and \$6,700,000 was money from current road-user revenues. Indicative of the progress made to date on the \$72,000,000 bond program authorized by the Legislatures of 1951 and 1953 is the fact that, as of the end of 1955, 71 million dollars has been put under contract and \$65,000,000 has been paid out on work performed. The uncontracted balance (one million dollars of bond principal plus \$750,000 of accumulated interest) will be contracted early in 1956.

Following are the projects which affect Douglas County most. **Goshen-Divide Section of U. S. 99** The 20.6 mile relocation of the highway from Goshen to Divide has been under construction throughout the year. The new location lies easterly of Creswell and Cottage Grove, will eliminate the railroad grade crossing at Creswell, and will provide a saving in travel distance of one mile. Construction is on a controlled access basis, with complete separation of road crossings, with frontage road provision for local traffic, and with access points to be provided at the Willamette Highway junction near Goshen, at the Creswell junction, at the Saginaw junction, at the Cottage Grove junction, and at Divide. Grading is now nearly completed and many of the 29 required bridges and grade separation structures are in place. The paving, now all under contract, is to be two-lane width in general, with extra lanes and some four-lane construction planned at strategic points to insure free flow of through traffic. Completion of the project is expected by early fall of 1956.

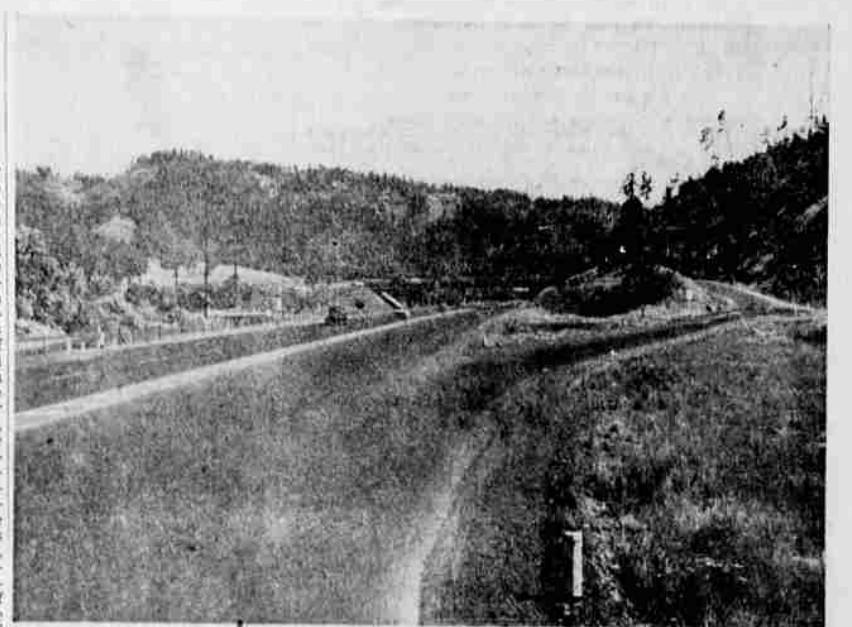
Divide-Rice Hill Section (99)

Construction of 20 miles of relocation extending from Divide, in Lane County, to Rice Hill in Douglas County was completed during the year. The project effects a saving of three miles in travel distance and will eliminate the hazard of many miles of narrow pavement and sharp curvature. Construction is on a fully controlled access basis, completely free of crossings at grade. The pavement is of two-lane width with a third lane for trucks on grades steeper than three per cent. The cost of this 20-mile improvement was \$5,500,000.

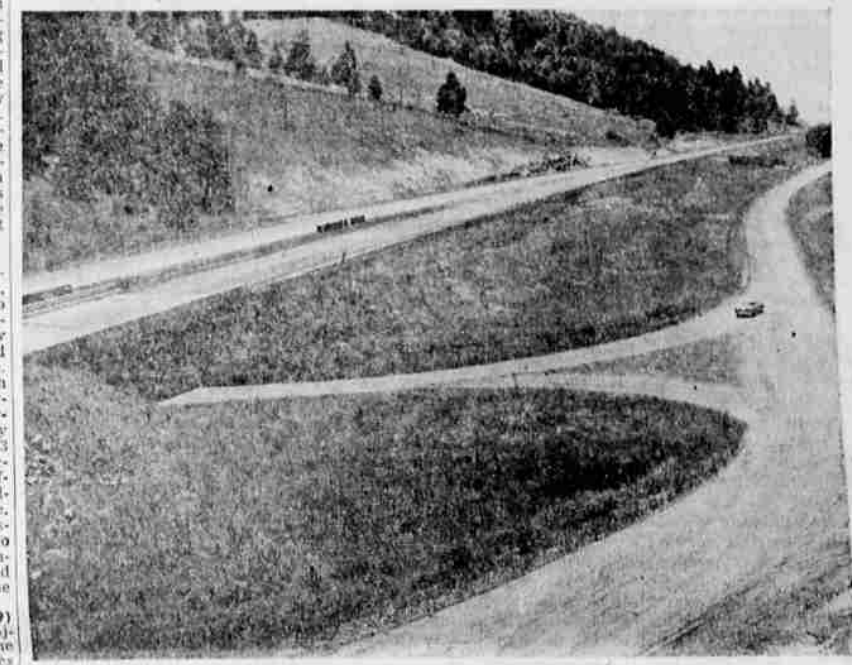
Deady-Shady Section (99)

This 15.4-mile highway relocation project extends from Deady, four miles south of Oakland, to Shady, two miles south of Roseburg, and is another expressway improvement with fully controlled access and no crossings at grade. Construction is of two-lane width except for a short length of four-lane width at Roseburg. It involved the building of two railway grade separation structures, 13 highway grade separation structures and three bridges. Six traffic interchange points are provided in the 15.4 miles of distance. The unit from Deady to Winchester was completed and opened to traffic in 1954. The unit from Winchester to Shady was completed in October, 1955. The cost of the improvement was \$5,000,000.

Shady-Myrtle Creek Section (99) Another major relocation project on the Pacific Highway is one extending from Shady, two miles



NEW HIGHWAY — This is the north end of the Deady-Shady section of the relocated highway, extending 15.4 miles, part of which is the Roseburg bypass. All access to new highway is fully controlled.



INTERCHANGE — Traffic access to new highway is controlled by interchanges such as this on Divide-Rice Hill section east of Drain near Scotts Valley. County road is at right side of picture.

south of Roseburg, to Myrtle Creek. This relocation, 11 miles in length, bypasses Winston and Dillard, two to three miles to the east over Roberts Mountain, and comes back close to and follows the present route for the southern four miles. This relocation will effect a saving in travel distance of five miles. The construction is on a fully controlled access basis with interchange points provided with the present highway at its northern terminus at Shady. At Booth Ranch and at Myrtle Creek, four road separation structures and one combined railroad and river crossing structure are required. Paving is to be of two, three and four-lane widths as necessary to provide two-lane through traffic service at all points. Grading is now completed and it is expected that structures and paving will be in place and opened to

traffic by fall of 1956. The estimated cost is \$4,250,000.

Elbow Lake-Gardiner Section (101)

As a part of the program to straighten, widen, and strengthen those portions of U.S. 101 which are no longer adequate for present day traffic, the Elbow Lake-Gardiner Section of U.S. 101 has been relocated and is now completed and open to traffic. The length of the section is 5.4 miles. The pavement width is 22 feet with an extra lane added for trucks on ascending grades. The cost was \$1,420,000.

BPR Projects

West Unit, Reedsport - Dean Creek Section — Grading and oiling Highway 38, \$350,000.
Rock Creek-Steamboat Creek Section — Surfacing and oiling North Umpqua Highway, \$600,000.

Steamboat Creek - Panther Creek Section — Grading North Umpqua Highway, \$311,000.

Koepeke Slough-Echo Resort Section — Grading, surfacing, oiling Highway 38, \$350,000.

HAVE DISCUSSION

Five members of the Winston-Dillard Toastmistress Club presented a panel discussion before the Winston-Dillard Kiwanis Club Tuesday evening. The two questions discussed were "Should Eisenhower Run For A Second Term?" and "Should Men Help With The Housework?" Members taking part in the discussion were Mrs. Daisy Fox, Mrs. Mary Bird, Mrs. Fran Holte and Mrs. Ruby Peterson. Mrs. Virginia Laurance acted as moderator.



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