

Opinion

'Construction' means migraine

by Lyn Thompson
Photo Editor

In July of 1982, the Oregon Highway Division began work on the Oregon City Bypass. This new route would extend 4.1 miles from Caufield and Glenn Oaks Roads to I-205. For many students, this means ten minutes more sleep. The original schedule predicted completion of the bypass sometime in 1985. Five contracts, 27 million dollars and four years later, the hopeful date is now early this coming November.

There are two words guaranteed to cause even the most hard-core automobile drivers to squirm: road construction. When a person sees the sign "Road Construction Ahead," new routes to the desired destination begin springing to mind. The only thing worse than road construction itself, is when it goes on for long periods of time. Four years is a long time.

It all starts with the survey crew out with their tripods, scoping out land for future construction. It's truly amazing how two men and a tripod can take up so much space and cause such a visual distraction for drivers.



Then the actual construction begins, complete with giant day-glow orange signs and inattentive traffic control personnel who don't know exactly what they want you to do and/or can't effectively convey the idea if they do. Then there's the faulty equipment which frequently seems bent on stalling in dead

center of a road and the conditions that will age the average vehicle a year for every pass over the area. Just think: how often has the front end of your car needed to be realigned in the past four years?

For college students and personnel, there has been no alternative but to face these problems

on a daily basis, as construction has been ongoing near both exits.

Waiting in a long line of cars to get out, they hit the traffic, outside the college, caused by the construction. As if being harassed by the impatient, horn-happy ding-dong behind them weren't enough!

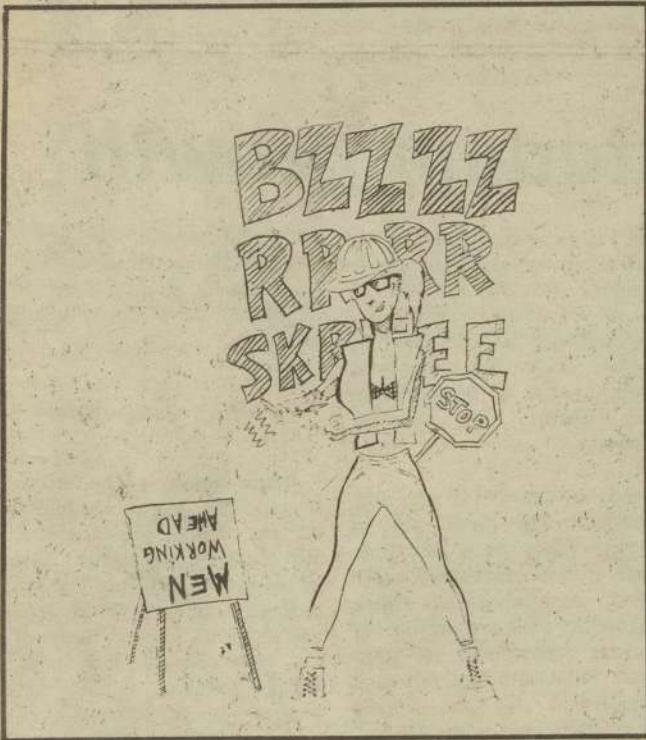
Another aggravation is know-

ing that if things were managed differently the torture would end sooner. Having a couple of crews take shifts working sunup to sundown, projects would get done sooner. Being that jobs are hard to come by, these crews could easily have been found.

Realizing that the taxpayers money funds these projects adds to the headache of road construction. Design and survey of the Oregon City Bypass alone cost 1.4 million dollars. To acquire the right of way from private landholders and the the college to build the bypass cost 6.2 million dollars. Actual construction costs ran 19.4 million dollars for a total budget of 27 million dollars.

For that kind of money, surely the Highway Division could have hired people and equipment to do the job more efficiently and in less time. If nothing else they can find a way to make road construction easier on drivers. After all, the drivers are the ones paying for it, one way or another.

END
CONSTRUCTION



Dry dock now college service

by Dean Grey
Editor

As a new year dawns, the college has added many new facets to its services to the community.

Some of these services have been used only by a select few, because the knowledge of them has been kept hushed. I am only now learning of them, and wish to clue you on one in particular.

This service has been dedicated to fishermen and sports cruisers alike. For an unlimited amount of time the college has allowed boat park-

ing in the Journalism area. However, the knowledge of this aquatic endeavor has been limited to just one soul. And we, well at least I, feel that it should be made known to the rest of the faculty and students.

As a Journalism student I am directly affected by the lack of car parking space but feel this is an important service. To show my support I encourage all the people who attend this college that own boats to take advantage of this sport unity and park your boat here.

The space isn't limited to the

Journalism space although that is favored. I suggest a good spot down at Barlow. By bringing your boat you will show your school spirit and willingness to participate in and use the services the school provides.

Once again I tell you, bring all you seafaring (or river, lake, or pond) vessels and help make this a successful school.

For those with airplanes, helicopters, jet fighters and the like, next year they will open an airstrip in back of McLoughlin.

The Print

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