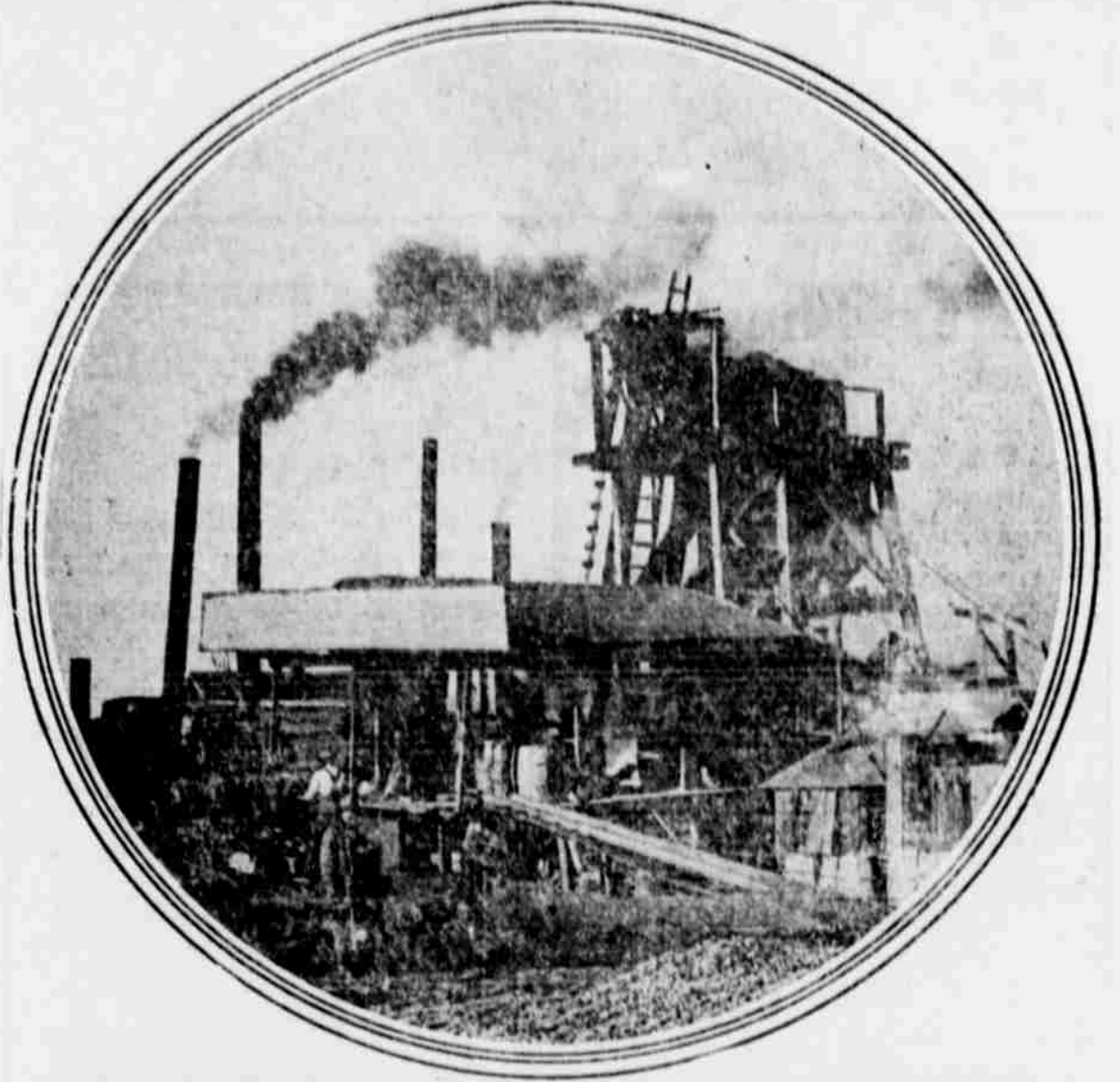
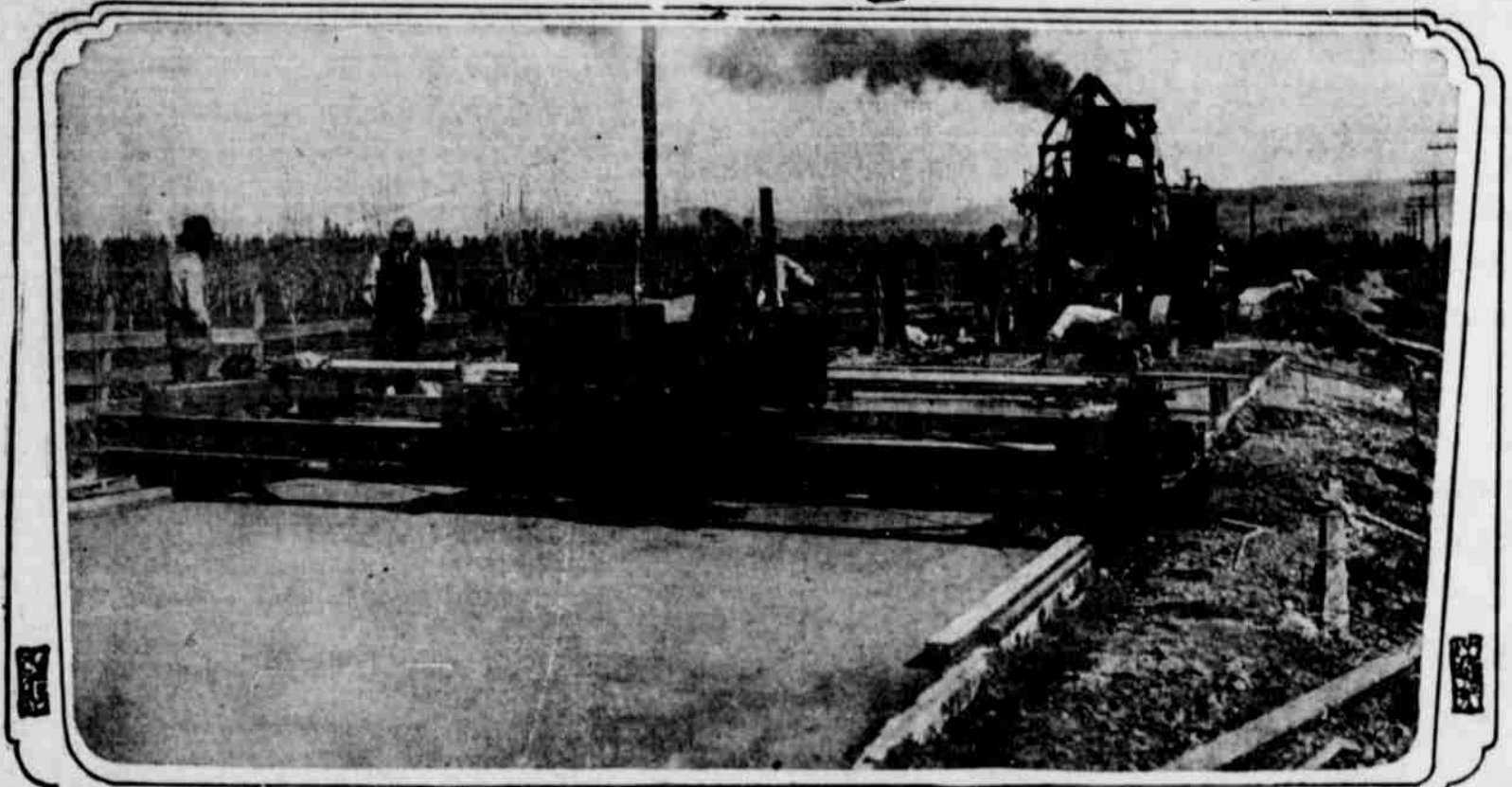


Construction of Pacific Highway in Jackson County



Above—Building Concrete Cement Highway. Below—Building Asphaltic Concrete Highway.

Above—Clark-Henry Construction Co. Asphaltic concrete plant at Tal ent. Center—Rock Cut on Siskiyou Grade. Lower Section of Completed Highway.—Photos by Weston, Courtesy Oregon Journal.

Pacific Highway

(Continued from Page 1.)

Along this stretch of road is a spring of water so cold that it makes one's teeth hurt, and of sufficient quantity to keep a little stream running during the hottest weather.

All at once the pass is reached and crossed and one looks down into the beautiful Rogue river valley over miles of wooded mountains and cliffs and the floor of the valley beyond with Mt. Pitt in the distance.

The highway follows the ridge for a short distance within view of both valleys—one in Oregon and the other in California, then it dips and runs along the hillside toward the railway station at Siskiyou at the north entrance of the long Southern Pacific tunnel. Many long curves

are necessary on this route, but our plan of keeping the curves big enough so as to give a long visible stretch of road ahead, has been maintained. At Siskiyou the road approaches the track on a six per cent grade and turns through three quarters of a circle, and follows on down the hillside making a hair pin curve. From this point down to Stinemans it is necessary to develop considerable distance and put in quite a number of scenic curves in order to get down on a six per cent grade. At Stinemans it was necessary to make a complete loop and come around under our own road in order to save a tremendously expensive fill. The highway crosses the Southern Pacific tracks on an over-head crossing built of reinforced concrete, then makes the big loop and comes around under another concrete span, carrying the highway over itself. We have another

reinforced concrete bridge over the railway at Dollarhide's crossing to avoid that grade crossing. It has been the policy of the department to do away entirely with all grade crossings of the railroad in order to avoid danger to life. By the building of this new road, six very dangerous grade crossings of the railroad will be done away with. It is the belief of State Highway Engineer Bowly, that when an expensive road is being built, and an expensive pavement placed upon it, that it should be so located that the people, a few years hence, will not have to abandon the road because of its dangerous crossings or heavy grades. Considerable opposition has developed to over—or under—crossing in the county, but it is the belief that the plan of absolute safety to life, and the building for future traffic, as well as for the present, is approved by the great majority.

Two miles more of grade, winding in and out along the wooded hillsides, and the floor of the valley is reached and the highway winds among farms that were seen from the summit 2000 feet above. The road passes through Ashland, a beautiful city at the foothills of the Siskiyou mountains, well paved and pleasingly situated.

At the north city limits, it is plan to avoid the now dangerous railroad crossing and heavy grade, by passing under the railroad track at a point approximately 300 feet north of the present grade crossing. This roadway will pass under the track in a long straight line which will not only do away with all possibility of collision with trains, but also with the vehicles on the highway. Due to the fact that right of way could not be obtained through the Billings property without going to extreme measures, this crossing and the new

grade was not built nor paved this year.

When there are so many other parts of the county where the people, individually and as a community, are willing and glad to make sacrifices for the good of the road, it has been thought unwise to go to the expense of forcing the construction on the Ashland hill.

The entire cost of the Siskiyou mountain section, 13 1/2 miles, is shown by the statement on page 6, excepting part of one over-crossing of the S. P. railway and the grading connected therewith which is still incomplete.

Approximately \$28,000.00 or 16 per cent of the entire cost of the construction of the Siskiyou grade is due

to culverts and bridges, all of which are built of permanent material—masonry, concrete, concrete pipe, and corrugated lagot iron pipe. It has been the plan of the county court and the highway commission to so build the road that there will not need to be an ever increasing

(Continued on page five.)