

Freeway South of Eugene Gets Attention

Highway Has Been Undergoing Series of Changes

Salem — The Baldock Freeway, between Portland and Salem, the nation's first toll free rural freeway, has now been in use four years. During that time millions of Oregon motorists using this example of modern highway engineering have become "freeway conditioned."

Motorists have become accustomed to the convenience of the steady speeds that so quickly reduce distance with no apparent effort. They have learned to like the secure feeling that comes with the knowledge that no car or pedestrian is likely to dart into their path. And motorists have eagerly used each new section of freeway as project after project has been completed and opened to traffic.

The Pacific freeway, of which the Baldock is but a section, has been extended past Salem to Albany, and work on the 42-mile Albany to Eugene section is in its final phase. All of this new roadway is a part of the federal interstate freeway program.

Focused on Southern Area
Now attention is being focused on the area to the south — between Eugene and the California line.

This section of the Pacific freeway proves once again that designing and building a new highway, whether a complete relocation, a realignment, or widening of an existing line is involved, is not an overnight accomplishment.

Surveys must be made, data analyzed, designs decided upon and contracts let before any visible progress can be made. And the best of plans will not reach the contract stage if funds are not made available to the State Highway commission.

Undergoing Changes

And so it has been in the area south of Eugene. There, as part of the state highway department's statewide program of highway improvement, Highway 99 has been undergoing an almost constant series of changes designed to eliminate points of congestion and to make the route safer for the user.

This program was under way long before the Federal Aid Highway Act of 1956 and 1958 were put into effect. The monies made available by the act only accelerated the program.

Five new sections between Eugene and Grants Pass are under construction or have been completed to "freeway standards" since the accelerated program began. The freeway, or Interstate standards as they are known to highway engineers, are the design minimums set up by the U.S. bureau of public roads to govern highway construction throughout the 50 states.

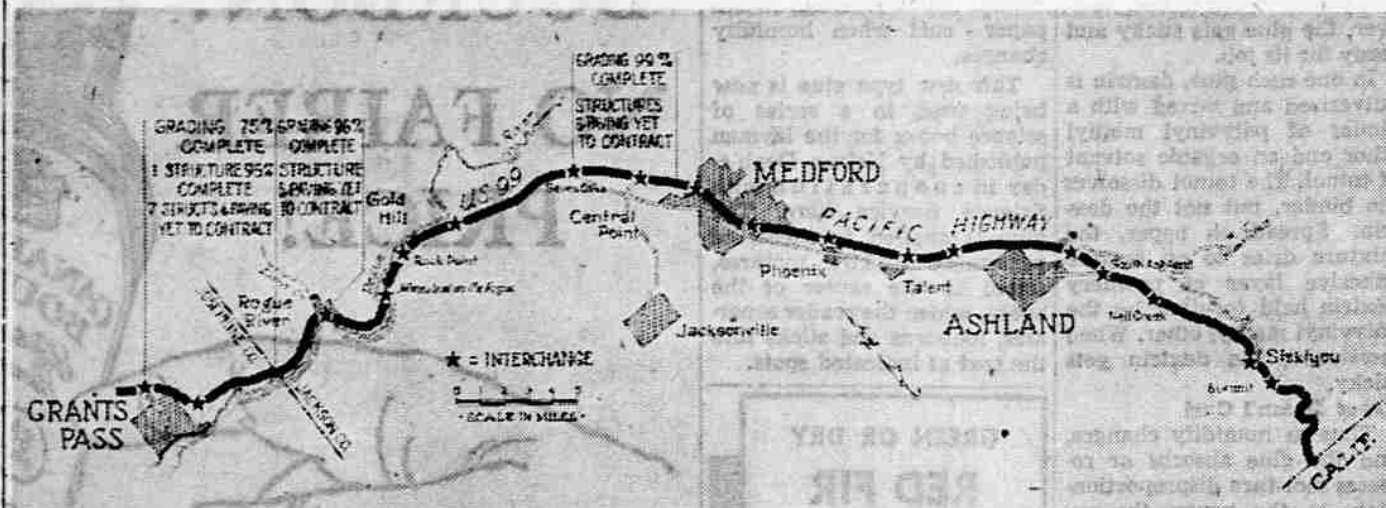
Requirements of Standards
The standards require the separation of opposing traffic lanes and full access control. The median or dividing area between lanes may vary from a minimum of four feet in urban and mountainous areas to a maximum of 76 feet in flat or rolling country. Individual traffic lanes are 12 feet wide. All weather shoulders generally ten feet wide on the outside and six feet on the inside also are provided.

Driving south from Eugene the first of these areas is encountered seven miles from Cottage Grove. Here between Comstock and Anlauf the modern two-lane highway, realigned only a few years ago, is being widened to meet Interstate standards.

White Brothers Construction company of Walla Walla, Washington, has the grading and paving contract for this project, which is about 65 per cent complete. The Bear Creek bridge, which is located within the 1.38 mile section under contract has already been widened by the Inter-City Sand and Gravel company, of Eugene.

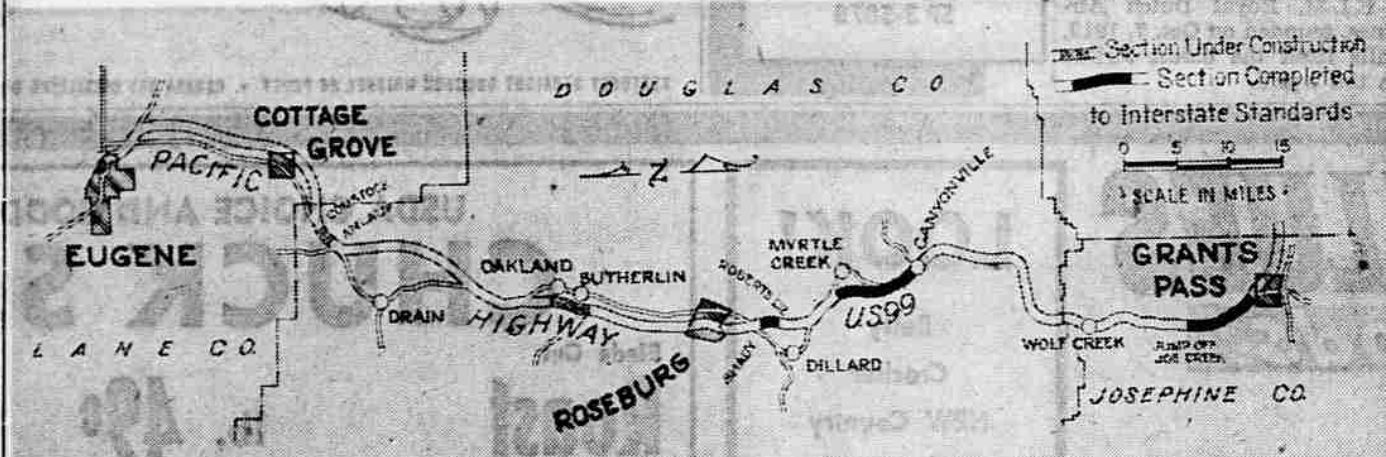
Continuing southward on Highway 99, the second section is encountered between Cottage Grove and Sutherlin junctions. This is a 3 1/4 mile widening job with White Brothers Construction company doing the grading and paving. Two bridges, the Calapooia and Stearns Lane structures, have also been widened by the Tom Lilliboe Construction company of Reedsport. Work on this project is almost completed.

South of Roseburg
Farther south, below Roseburg, a 1 1/4 mile section has been completed between



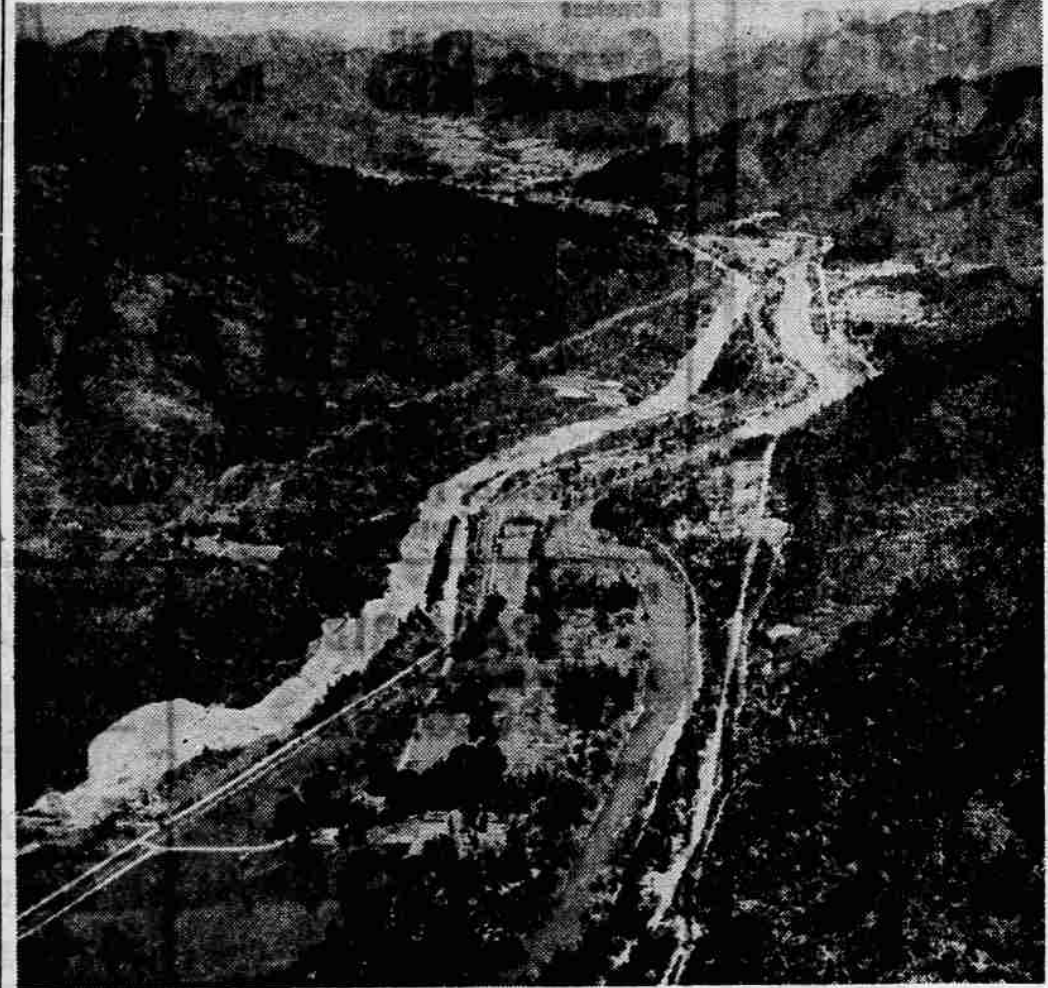
SOUTHERN SECTION — Above is a map of the southern section of the Highway 99 freeway. Much of the work on this section is being concentrated between Grants Pass and Rock Point, and between Seven Oaks and Crater Lake highway in Medford. Grading is 99 per cent complete be-

tween Seven Oaks and a point north of Medford. Work on other sections of the freeway will be let for contract when funds become available, and the state highway commission has indicated that work in the Medford area is in the not too distant future.



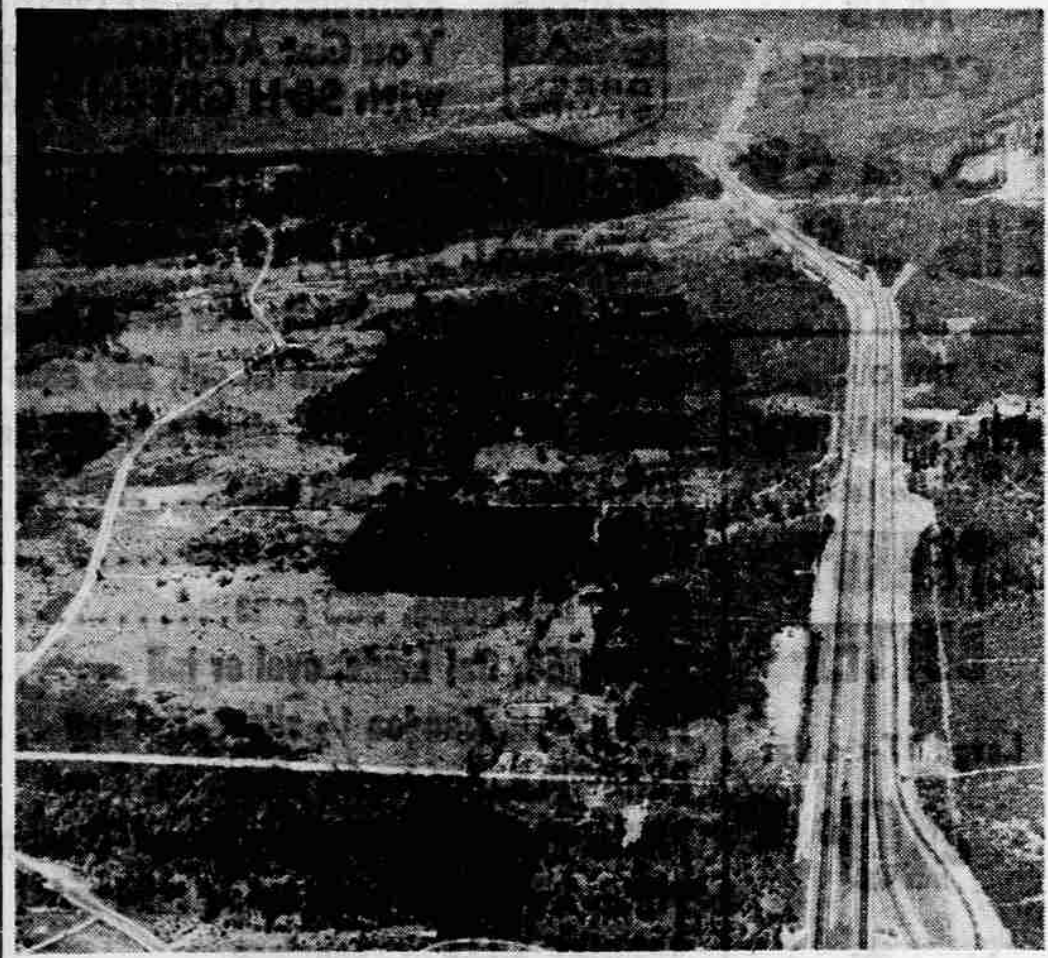
UNDERGOING CHANGE — The above map shows changes which constantly are occurring in Highway 99 freeway construction from Eugene southward. Prepared by the state highway commission, the map shows, in blackened

area, the sections which have been completed, and, in shaded areas, the sections which are now under construction. "Freeway standards" are established by the U.S. bureau of public roads.



RIGHT-OF-WAY — The aerial photo above, taken by the Oregon Highway department in mid-1959, shows grading under way on the north bank of Rogue river looking east toward Medford. The old highway is visible on the right side of the river. The sec-

tion of freeway which will be constructed in the right-of-way above is an extension of the section from Jumpoff Joe creek north of Grants Pass. Contracts are to be let on seven structures and paving for this section.



NEW SECTION — The new section of the Highway 99 freeway between Jumpoff Joe creek and Grants Pass is shown above. The picture is looking south toward Grants Pass from the Sexton Mountain area. The 9 1/4-mile section, which was opened in 1958,

required construction of five new bridges, two highway grade separation structures, and was built along a new highway right-of-way. (Oregon State Highway Department Photo)

Shady and Robert's creek. A new bridge was included in the construction.

Nearing Myrtle Creek the two-lane highway swells to "interstate" proportions. This section is 9 1/3 miles long, and stretches to Canyonville in a long series of easily driven curves.

A multi-million dollar project, the Myrtle Creek - Can-

yonville freeway was constructed on an entirely new location requiring two bridges over the Umpqua river, two railroad grade separation and seven highway grade structures. The new route replaces an old length of narrow highway originally constructed in the 1920's, and cuts driving time between the two points by four minutes.

grade separation structures involved in the project cut the driving time between Jumpoff Joe Creek, a small stream located three miles south of Sexton Mountain, and Grants Pass by a full five minutes.

The 25 miles of freeway now in use or under construction between Eugene and Grants Pass will cost more than \$11,000,000, including right of way. These new sections, coupled with the improved two-lane highway, which incorporates passing lanes where needed, make the 140-mile trip safer and easier to drive.

Full Length Freeway

Eventually the entire length of this highway will be four-laned as rapidly as construction funds are made available. In the meantime programs for which monies are available are being put into effect in the area between Grants Pass and Medford where the need for improvement is critical.

At present, the new four-lane highway into Grants Pass is being extended past that city, parallel to and along the north bank of the Rogue river as far as Evans Creek.

Until the new freeway is completed, traffic from Highway 99 will continue to be routed through Grants Pass. Part of the back pressure caused by the limited capacity of the Caveman Bridge over the Rogue river was relieved when the new Seventh street bridge was opened to northbound traffic last September. Work is more than three-fourths complete on the Redwood highway interchange, a million dollar construction job under way just south of Grants Pass.

Access to Freeway
When the new freeway is opened, interstate traffic will no longer use the old route. Local and coastbound traffic will have access to the freeway at two interchanges located immediately to the north and east of Grants Pass.

Morrison-Knudsen company is grading a 5 1/4 mile section of the new freeway between the north interchange at Grants Pass and the Jackson County line. The contract also includes the grading of the east interchange. The grading of the north interchange is being done by the Hughes-Dodd company and the Tru-Mix company, both of Medford. A single structure for this interchange is being built by Peter Kiewit and Sons, of Vancouver, Wash.

Grading of the three-mile section between the Josephine county line and Evans Creek in Jackson county is being handled by the Earl L. McNutt company, of Eugene. The combined cost of these two sections will be around \$6,850,000.

Work is programmed, but not yet contracted, on the section between Evans Creek and Homestead on the Rogue River. This work, which is due to be contracted in 1960 if funds are available, will include the construction of a pair of 958-foot reinforced concrete bridges. The bridges will carry freeway traffic over the Rogue where it can join the existing two-lane

highway at Rock Point.

If schedules can be held, and are not slowed by the lack of funds, the Grants Pass to Rock Point freeway should be opened to traffic by the fall of 1961.

The existing highway between Rock Point and Seven Oaks, just to the north of Medford, will continue to be used at that time.

A 4 1/2 mile section of the new Medford freeway is now under construction between Seven Oaks and Table Rock rd. Peter Kiewit and Sons is grading this section which is being located on an entirely new line. This contract includes the grading of interchanges at Seven Oaks and Central Point.

Freeway Extension

When funds become available, the freeway will be extended to the Crater Lake highway. An interchange will also be constructed at this point. Paving will be held up on the section now being graded until the connection is made at the Crater Lake highway. At that time the entire unit between Seven Oaks and Crater Lake highway will be paved and opened to traffic.

Plans for the extension of the freeway through the city of Medford have not been finalized at the present time, but the programming of this work is assured for the not too distant future. In the meantime, the existing facilities will continue to carry traffic through Medford to Ashland and on to the state line.

State highway officials have announced that the original target date for four-laning the entire interstate highway system in the state has been moved up by the delay experienced during the summer of 1959 while Congress argued the pros and cons of the gas tax. The exact date for completing the interstate system in Oregon is now indefinite, but surveys, studies and plans will be continued and projects started as funds are available, the chief engineer pointed out.



Small Worlds Around Us

By Lynn M. Watkins

Here's How an Ant Throws His Weight Around

It's uproariously funny when the movie cartoon shows the dog, cat or mouse trying forcefully to throw an object and forgetting to let loose of the object, going along with it. It looks impossible if it could happen. And there are some common creatures that actually can do this little stunt; they do it as a regular part of their working day.

I don't suppose I would have believed it could be done either had I not observed it myself.

One afternoon I found a dead grasshopper on a sidewalk. I carried the little corpse to a grassy plot and dropped it on the ground. Not long

I made myself comfortable nearby. It didn't take long. An ant came hurrying by, sniffing to the right and then to the left like a bird-dog on a hot scent. It must have received a whiff of the grasshopper for it suddenly turned sharply right and approached the body. To the ant, the fuselage-like body must have looked as big as an airplane would look to a child. It was many times his own size. He measured it carefully.

I expected him to hurry off to the ant-nest for help but

the end of 10 minutes nearly an inch of ground had been covered.

All the time the little worker was yanking his load through what to him was almost an impassable jungle, for the grass stems and weeds towered over his head like a forest. He seemed to have better luck pulling than pushing for all the time he continued to back up.

Obstacle Encountered

Then in his path loomed a garden hose. It was directly across his line of travel. This, I thought, is equivalent to the "straw that broke the camel's back." I was sure this was the "Waterloo" for the hard working insect but again I had failed to realize the resourcefulness of these six-legged creatures. When the ant's posterior end touched the hose the insect stopped his jerking. He knew he had reached an obstruction; he set his feet for the supreme effort. Up until then I could not imagine what the effort or the method was to be. Even my feeble mind could not conceive of the little guy lifting a weight many times his own over the inch and a half height of the hose.

Suddenly by a "super-ant" effort, the insect raised the grasshopper's body up and off the ground in a quick heave that actually threw it backward over his shoulder. The body flip-flopped over the hose. The wise ant held on and was carried over with it. The ant did this same stunt six times during the next two hours. Talk about "throwing one's weight around"; the ant does it with neatness and dispatch.

(Released by The Register and Tribune Syndicate, 1959)

2 MAIL TRIBUNE, Medford, Or.
Thursday, Nov. 12, 1959

Directors Named In Two Districts

Incumbent directors of Eagle Point and Medford Irrigation districts were reelected by wide margins during annual election Tuesday.

Paul Culbertson, Medford, defeated his opponent, Harold Compton, Hillcrest - Phoenix rd., by a margin of 30 votes to 10 votes for the three-year term for MID.

In the Eagle Point Irrigation district, Elbert Bigham defeated Paul Conrad, 95 votes to 9 for the three-year term. A second incumbent, Ed Greenwood, defeated Gus Olson 88 to 16 votes to be re-elected.

The 40 votes cast in the MID was considered poor for the irrigation district officials said. Eagle point had a strong turnout with 107 votes cast. Three ballots were voided, EPID Manager Ted Flury said.

Incumbent directors in all other districts filing for re-election by the Oct. 24 deadline were unopposed and were reelected by unanimous resolution of their respective district boards. They are Homer Moore, Talent Irrigation district; Otto Bohnert, Rogue River Valley Irrigation district; and Lester Parker, Gold Hill Irrigation district.

Average assessment per acre of land in Oregon in 1955 was \$5.78.

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