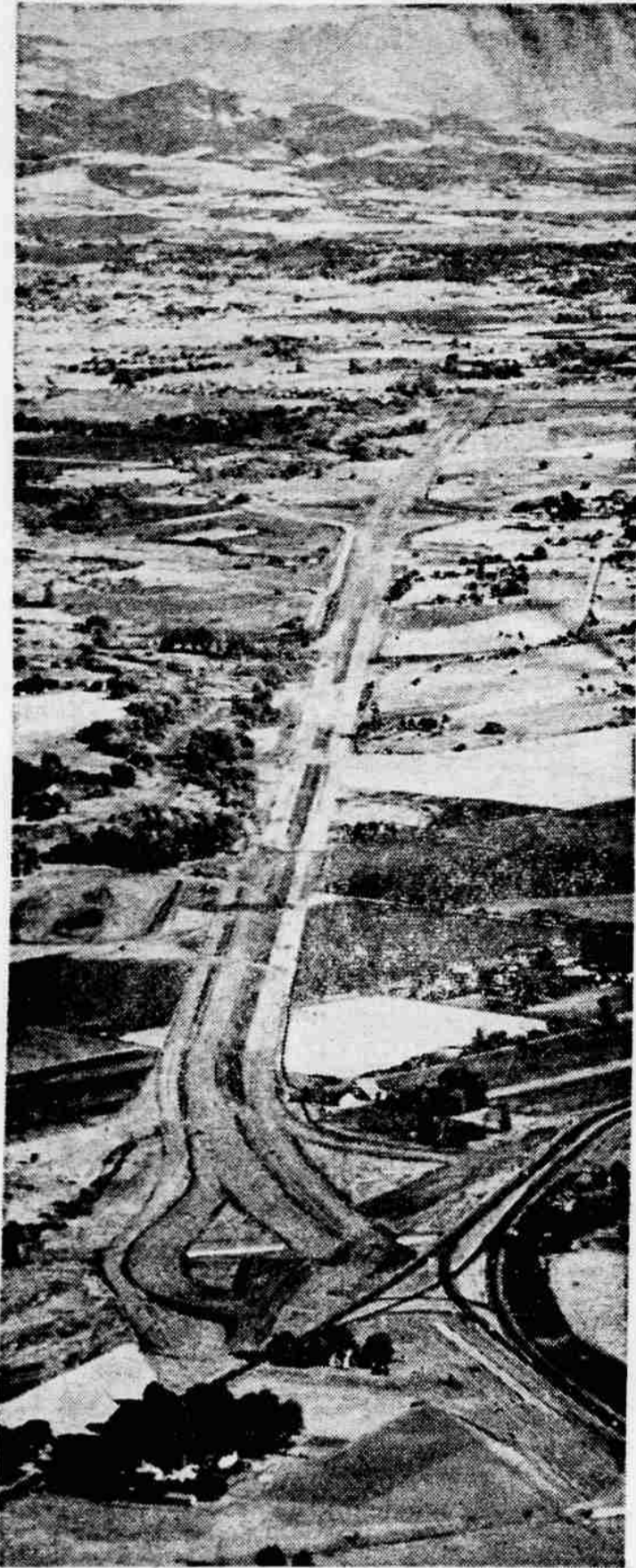


Major Freeway Work Scheduled This Year



VALLEY FREEWAY—Shown above is the graded section of Highway 99 freeway between Seven Oaks and Table Rock rd. north of Medford. Contracts for two structures along the section will be let during 1960, the state highway department said, at a total cost of about \$500,000. (Knackstedt Photo)

Structures, Paving Among Contracts in Highway 99 Project

Contracts totaling about \$5 million are expected to be awarded for work on the Highway 99 freeway between Grants Pass and Medford this year, the state highway department announced recently.

In its year-end summary of activities, the department also noted projects for which bids were called late in 1959 or will be called this year.

Among them are two structures on the freeway route between Seven Oaks and Table Rock rd. north of Medford. The structures are estimated to cost about \$500,000.

Other major work on the freeway will include grading between Evans creek and Homestead on the Rogue near Gold Hill, and paving and structures on the section between Grants Pass and Homestead on the Rogue. The work is expected to cost about \$4,500,000, the department reported.

One of Several Projects

Construction of a 15-mile section of the four-lane interstate highway between north Grants Pass and a point along the existing Pacific highway near Gold Hill was one of several major highway improvement projects in the state last year, the department said.

The section lies on the north side of Rogue river, the opposite side from the present traveled route, for most of the distance, passing through Rogue River and crossing the Rogue river at Homestead on the Rogue.

The first work on the section started Jan. 14, 1959, with grading on the Josephine county line-Evans creek unit. By the end of the year, twin bridges over the Rogue river at Homestead on the Rogue, grading from Grants Pass to Rogue River and several separation structures were under contract.

Remaining Work

The remaining work on the section is planned for contracting during 1960 and 1961, the department said.

Another major project in southwestern Oregon last year was work on the Brookings-Burnt Hill section of Highway 101. The 15-mile section of modern two-lane highway is being financed by bond funds totaling \$12,600,000 authorized by the state legislature in 1957.

The first contract for the section, totaling \$1,350,000 was awarded Jan. 17, 1958, and all grading work was put under contract during 1958.

The section was divided into four units and four separate contracts awarded, the department said. Last year, work progressed on all grading work with three of the contracts having been completed. Expenditure last year amounted to about \$4,250,000.

Major Structures Planned

The department said that among major structures to be contracted is a large bridge over Thomas creek, eight miles north of Brookings, which is expected to be let during March. Contract for paving the 15 miles will be let this summer, and completion of the project is planned for the fall of 1961.

The state highway department said a total of \$37,300,000 worth of contracts were let in 1959 throughout the state. The total was about half the \$64½ million contracted in 1958.

Construction work contracted last year involved 125 separate contracts varying in amount from \$4,000 to \$2,490,000, averaging \$283,000. It consisted of 125 miles of grading, 188 miles of rock base construction, 159 miles of oil wearing surface, 102 miles of pavement and 90 bridge and grade separation structures.

Excavations Made
Excavations to be made under the construction work, \$4,900,000 was bond money, \$37,500,000 was federal aid, \$15,800,000 was state funds used in the matching of federal aid and on state projects

not in the federal aid program, and \$800,000 was county funds used in the matching of federal aid on county roads.

Among the larger and more noteworthy of the highway improvement projects on which work has been done in 1959 were the following:

Harbor Drive-Tigard Junction

Construction of the final link on the Portland-Salem Freeway is now well advanced. The link extends from the northerly end of the completed portion of the freeway near Tigard, north six miles to the point a short distance north of the Ross Island bridge where it will join Portland's Harbor Drive.

Work on the first contract was started May 25, 1957, and as of the end of 1959, 17 contracts have been let and of these seven have been completed.

Between Tigard Junction and 11th avenue, the paving work commenced April 20, 1959, and this unit will be opened to traffic in the early summer of 1960. Opening of the remaining portion, 11th ave. to Harbor Drive, is scheduled for the fall of 1961.

The construction will provide for six lanes of traffic with a median strip 8.4 feet in width. It is to be fully access controlled and entirely free of any crossings at grade. Costs are expected to total about \$10,500,000 exclusive of right of way.

Salem By-Pass Section

Construction of the third and fourth lanes of the Salem By-Pass section of the Highway 99 freeway was started Aug. 22, 1957. The section is 8.5 miles long and involves construction of nine grade separation structures, two bridges and adding extra width of roadbed and pavement. The median strip between the northbound and southbound roadways is 20 feet. The additional two lanes were opened to traffic Aug. 28, 1959. Construction cost of the new work was \$1,700,000.

North Jefferson Junction-Albany

On this 10-mile section of the Highway 99 freeway the existing two-lane highway was brought to interstate highway standards by the provision of two additional lanes of concrete pavement and by the elimination of grade crossings. Eight miles of the section was opened to traffic last year. Work on new bridges at the crossings of the Santiam river and Murder creek was completed and the remaining two miles was opened to traffic early in 1959.

The width of median between northbound and southbound roadways is 76 feet. The cost of the project was \$4,200,000.

Albany-Eugene Section

On this section, 42 miles in length, a completely new access-controlled four-lane highway, with wide median strip, is being constructed. Work on the first contract was started Sept. 3, 1957, 15 contracts were let during 1958, and nine were let during 1959.

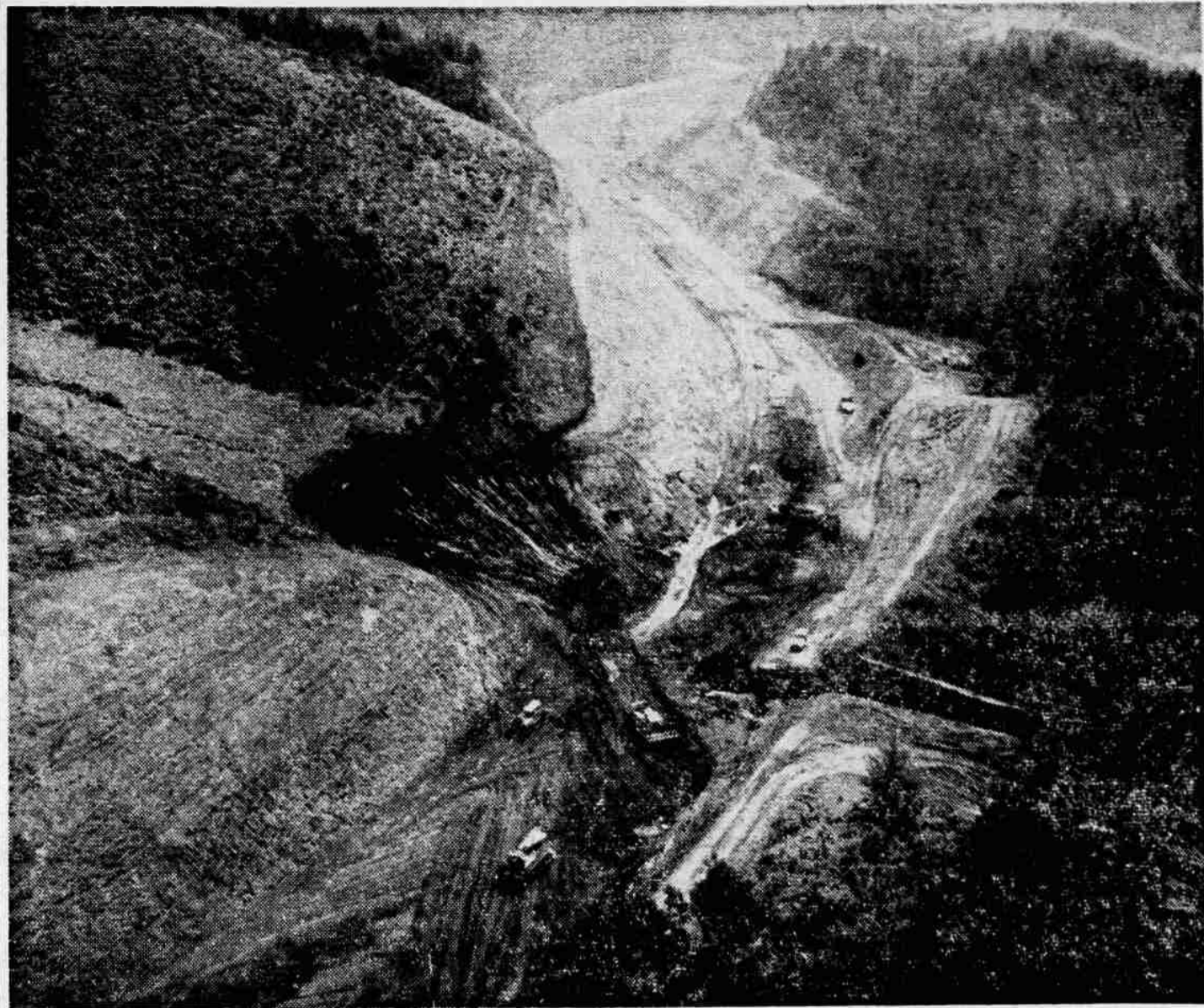
Remaining to be contracted and scheduled for early 1960 is paving from the McKenzie river bridge to Eugene, 11 grade separation structures and later the signing, illumination and landscaping work.

Grading work on the unit is nearly completed and pavement construction contracts have been let as far south as the McKenzie river. Among major structures contracted was the large bridge at the crossing of the Willamette river near Eugene.

A seven-mile section of this new freeway was opened to traffic late in November. This seven-mile section extends from the North Albany junction south to Lebanon road where the traffic is then directed to the west over the Lebanon county road for about 2½ miles back to Highway 99, about 12 miles north of Halsey.

In alignment, the project varies only slightly from a straight line. It effects a saving in distance of 7½ miles. The construction cost is estimated at \$25,500,000. Completion of the project from Albany to what is known as Judkins Point in Eugene is planned for the fall of 1961.

This 19-mile section of Highway 30 freeway is being widened to four lanes and



BROOKINGS-GOLD BEACH HIGHWAY—The 15-mile section of the Brookings-Gold Beach section of Highway 101 relocation project is shown above with grading nearing the completion stage at the end of 1959. The picture above looks south toward Whalehead creek. Expenditure on the two-lane highway last year amounted to about \$4,250,000, the state highway department said. (Highway Department Photo)



ROGUE RIVER SECTION—Above is a section of the Highway 99 freeway between Grants Pass and Homestead on the Rogue near Gold Hill. An estimated \$4,500,000 will be let in contracts on the section this year, the state highway department said. Grading is expected to be completed, and paving and structure contracts are expected to be let. The project was one of several major projects on state highways in 1959.

otherwise improved to conform with interstate highway standards.

Work on the first contract commenced Nov. 18, 1957. The eight-mile unit from Sundial to Rooster Rock was opened to four-lane traffic during the summer of 1959. The grading work is practically completed and the last paving contract was awarded in December last year.

Remaining construction work yet to be let and scheduled for early 1960 are the Corbett interchange structure and some signing and illumination projects.

With favorable weather conditions, the project should be completed by late fall. The cost is estimated at \$6,200,000.

Hood River-The Dalles Section
Considerable progress has been made in the building to interstate standards of this 19 mile section of the Highway 30 freeway. First to be completed was the 1.5 mile section entering The Dalles from Chenoweth creek, opened to traffic July 12, 1957. The next section open to four-lane traffic was the 3.2-mile west unit, Shogren-Rowena section completed Jan. 19, 1959.

The east unit, Shogren-Rowena section was opened to traffic during the late summer of 1959 and the 5.6 miles between Rowena and Chenoweth creek will be opened to four-lane traffic in December this year.

Grading of the six miles between Hood River and Shogren was started and completed last year. The paving of this unit, scheduled for contracting early in the spring of 1960, will complete the whole of the distance from Hood River to The Dalles to four-lane interstate standards.

With favorable conditions, the project should be completed by late fall 1960. The cost is estimated at \$5,200,000.

Emigrant Hill-La Grande Section

The Emigrant Hill-La Grande section of Highway 30 freeway the length of which is 32.7 miles, is being constructed in four units. The 3.1 mile unit between Emigrant hill and Deadmans pass was completed late in 1958. On the 9.4 mile unit between Deadmans pass and Meacham grading was commenced late in 1958 and is now 50 per cent complete. Paving and structure contracts will be let this spring. Estimated completion date for this unit is 1961.

The 10.2-mile unit from Meacham to Glover was completed and opened to four-lane traffic July 30, 1959. On the 10-mile unit from Glover to La Grande all major construction work has been contracted and is in progress. Estimated completion date for this unit is late fall of 1960.

The cost of the whole of the Emigrant Hill-La Grande section for construction work is estimated to be \$15,500,000.

Ontario-Idaho State Line Section
This project includes 3.8 miles of four-lane grading and paving, the construction of twin bridges over the Snake river at the Oregon-Idaho State line, and the construction of five smaller bridges and grade separation structures.

Contract for construction of the Snake river bridges was awarded May 9, 1958. Contract for the grading was awarded Aug. 22, 1958. Contract for the five smaller bridges was let April 16,

end is planned for the early 1960. The completed cost will be in the neighborhood of \$1,200,000.

Newport-Toledo Highway

The Pioneer Mountain section is 2.7 miles in length and extends easterly from a point 2.5 miles east of Toledo. Grading was started in February, 1958, and is now near completion. The paving contract is to be let in March, 1960, and should be completed about October, 1960. The complete cost of grading and paving is estimated at \$1,000,000.

Coos Bay-Roseburg Highway

The North Fork Coquille River-Myrtle Point section, 1.4 miles in length, consists, in the main, of the construction of a deep fill across bottom lands of the North Fork of the Coquille river, immediately north of Myrtle Point. The work is being done to alleviate flooding of the highway.

The cost of the project is estimated at \$720,000. It was opened to traffic early in December; however, there still remains some work to be done before the entire project will be complete.

Coos Bay-Bandon Section

Construction is under way on a "cut-off" route for Highway 101 beginning at a point six miles south of Coos Bay and rejoining the present Highway 101 at Bandon. The length of this cut-off section is 17.4 miles. It effects a saving in distance of 12 miles.

All of the grading work, structural work and a small part of the paving work at the Davis-Slough end is under contract. The 1.8-mile unit from Bullards bridge to Bandon was completed during October, 1959.

Grading on the 14 miles between the Davis-Slough unit and Bullards bridge was completed during September, 1959, and the paving of this unit is scheduled to be contracted this month. Completion of the whole of the project is tentatively planned for the fall of 1960. The cost is estimated at \$5,100,000.

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