

Three Major Highway Projects Scheduled For Completion By County During 1965



LESS CURVES IN NEW ALIGNMENT — County Engineer John Creed stands along a portion of Alameda Avenue that will have extensive realignment in accord with plans of the State Highway Department. As part of the over-

all plan, Beverly Drive will be extended to Washburn Way which will carry traffic via the Washburn Way Bridge onto Alameda Avenue.



BRIDGE TO BE REBUILT — A state highway department survey party begins work preliminary to the replacement of the Main Street bridge in line with the construction of a new five-way intersection at Alameda Avenue and the

bridge approach. The new bridge will be aligned at a lesser angle to Alameda Avenue, sources at the county engineer's office said.

By DICK BRIGGS

Three major highway improvement projects are slated for completion in the county this year and a contract for another road construction job is to be let next May, boosting the total cost for some seven miles of construction of new state highway to some \$1.12 million for 1965.

The amount is in addition to the \$1.11 million expended for state highway construction in the county last year and represents part of \$6.6 million paid largely from state funds for such work during the past five-year period.

The contract to be let in May calls for 1.4 miles of paving in the vicinity of Shasta Way and Washburn Way to be completed at an estimated cost of some \$150,000. The section slated for paving is to be graded by maintenance crews of the County Engineer's Office.

Similar work in the south suburban area includes the grading, paving and structure work along four lanes of Oregon Highway 66, between Crest and Patterson streets. The 1.63 miles of road work is under contract to the Asphalt Paving Company and is set for a September completion date at a cost of nearly \$317,000.

Two other projects are earmarked for the West Side Highway near Klamath Lake with the first project to be ready for traffic about May at a cost of some \$150,000. The work has been undertaken by J. M. Aranz, contractor, and involves grading and base work along 1.5 miles of the highway in the vicinity of Rocky Point.

The other road improvement work will wind up later this year and involves the grading and oiling of 2.5 miles of highway in the northern portion of the Upper Klamath Game Refuge. Known as the Forest Highway Project, the job is to be completed later during the year by Dale Dennis, contractor, for an estimated \$130,200.

Two other highway developments appear in the state highway department's crystal ball and may be undertaken sometime within the next five years, providing funds become available. One of the two projects features an extension of the West Side Bypass which will extend two miles from the Link River Bridge to Highway 97, near the Reames Country Club. The new construction will represent the last portion of a three-part project which includes the Nevada Street Interchange and the Link River Bridge. The completion date for the proposed project has yet to be set and highway department officials are unable to speculate when the job will get underway. The new extension will probably feature a two-lane road with a climbing lane.

The other road work involves the construction of two miles of West-Ashtland Junction on Highway 97 to the Lake of the Woods Highway near the Gary Canal. The proposed cutoff would replace Lakeshore Drive as the

main route serving traffic en route between Klamath Falls and Western Oregon. It would be a straighter, safer and faster route than the portion of the road now in use, state highway department officials say.

Meanwhile, other construction work has been programmed for the western portion of the Lake of the Woods extension—known locally as the Winnemucca to the Sea Highway—but Jackson County Engineer Robert Carstensen told the Herald and News that the project is still under discussion.

The proposed link in the road that joins the Lake of the Woods and the Crater Lake Highways Dec. 3.

is to extend southwest of Brownsboro to Highway 92 at a point about three miles south of Eagle Point. Highway engineers are considering extending the portion of highway about five miles west where it would tie in with Highway 99 several miles northwest of Central Point.

The formal opening of the Brownsboro cutoff will mark the completion of the last portion of new construction on the Winnemucca to the Sea Highway, which developed from an idea promoted by Lake and Klamath County commissioners about 20 years ago and was formally completed and dedicated near Lake of the Woods last Dec. 3.

In Klamath Falls, another major road construction project will resume this spring with the realignment of Alameda Avenue from a point near the Alameda Nursery, 833 South Alameda, to the intersection of that street with Highway 99, Alameda Avenue forms the link connecting Highway 97 with South Sixth Street and Highway 66.

Estimates of the cost to realign the Alameda artery are not available but Creed remarked that the county has allocated \$130,000 for its share of the roadwork. The new road will be safer to drive than the port-

ing onto portions of Alameda Avenue are extremely hazardous and should be eliminated. The engineer estimated that nearly 150,000 yards of grading would be needed to complete the project. Money from secondary road funds will be available to finance the road improvement and paving job.

State highway projects completed in the county last year and the cost per each project follow: Crescent Creek Road-Crescent, Highway 97, 4.6 miles paving, \$153,700; South Klamath Falls Interchange, Highway 97, 3 mile grading, paving, and structures, \$85,000; and Rocky Point Junction-Odesa, Lake of the Woods Highway, 3.6 miles grading and paving, \$98,700.

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