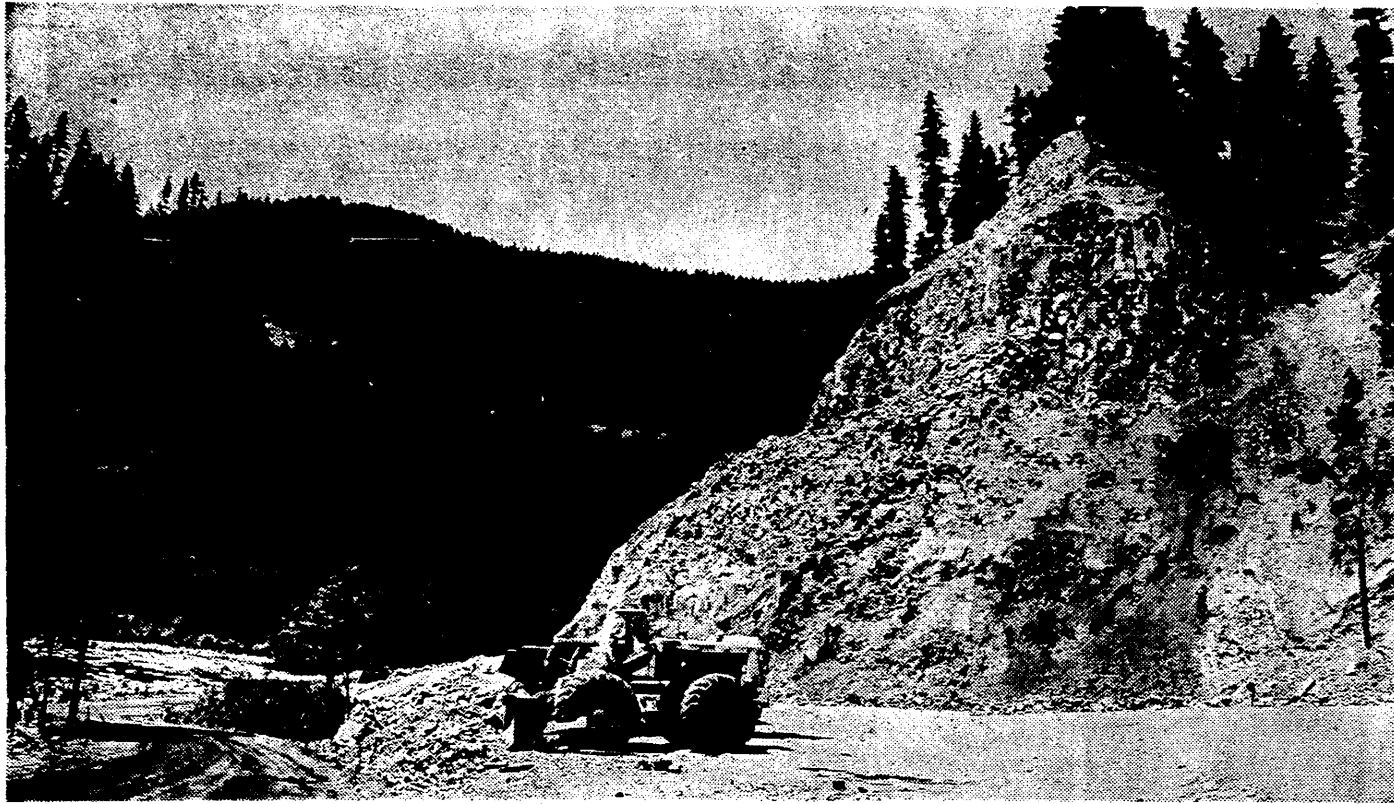


Big Clackamas River Highway Project Well Under Way



SIDE OF MOUNTAIN is being reshaped at Big Eddy section of current 22.9-mile widening and repair of Clackamas River Highway between Estacada and Cripple Creek Bridge. Some of newly

graded road can be seen at left with river along side it. Unpredictable rock formations often cause slides, bringing hazards to workers below. (Oregonian staff photographs by Leonard Bacon)

By STAN FEDERMAN
Staff Writer, The Oregonian

ESTACADA (Special) — Some of the most spectacular road building in the West is being carried out these days on 22.9 miles of the famed Clackamas River Highway.

The \$5 million project stretches from the outskirts of Estacada to just above the Cripple Creek Bridge area.

When completed next year, the road will offer fishermen and campers an easy-driving "gateway" into one of Oregon's most beautiful outdoor recreational regions.

The widening and repair work on Ore. Hwy. 224 has long been sought by Clackamas County officials and outdoorsmen.

But it took the savage 1964 December flood to bring the project to the drawing boards.

The highway was severely battered by rampaging Clackamas River flood waters and despite temporary repairs it has become a dangerous traffic bottleneck during the tourist season.

Long used as a major logging road for the surrounding Mt. Hood National For-

est, it always has been a risky, accident-prone thoroughfare for truckers who barrel along at high speeds.

The construction work will eliminate many dangerous curves in the road—and provide wider lanes with paved shoulders and an improved alignment.

The U.S. Bureau of Public Roads is supervising the project—a job which resident engineer Lyle Hewitt calls the "biggest BPR job in Oregon since the days of the Detroit Dam work."

Under Hewitt's direction, there are 45 BPR experts out on the project daily handling survey work, materials inspection and administrative details. Prime contractor for the job is Roy L. Houck & Sons, Salem.

Hewitt calls the project one in which "there is a little something for everyone."

Relocations Performed

In addition to road grading and alignment, Houck's firm and sub-contractors are moving mountains, moving bridges and relocating huge power lines.

At the Big Eddy area, workmen are reshaping the mountainous area to eliminate hazardous rock conditions for graders working below. Much of the rock formations along the river are volcanic and unpredictable when estimating how they will cut and fall when dynamited.

Often workmen have to chip and scale whole areas of rock prior to blasting—and the BPR gave some of its crews special rock climbing training for survey work on the job.

Because of the dynamiting and cleanup work every day, there are frequent traffic closures on the road.

Summer work schedules can result in up to half hour closures between 4 a.m. and 8 p.m. However, traffic can be delayed no longer than 30 minutes at one time during the length of the project and a car is not held up longer

than that while driving through the area.

Dynamiting is done about 8 p.m.—and closures from that time to 4 a.m. can last as long as four hours for general cleanup and maintenance which follow the blasting. Motorists are advised to stay off the road during these hours to avoid the long delays.

BPR and the contractor make every effort to keep traffic "moving"—but the size and length of the project necessitates varied closure periods.

"But if the public bears with us this year, we think they will be rewarded with a fine road through here in the future," said Hewitt.

An unusual sidelight to the project is the moving of the Carter Bridge from its present location to a spot over the Clackamas River.

The river changed channels during the flood and knocked down a section of the bridge's west end approach, causing a detour to be used around it ever since.

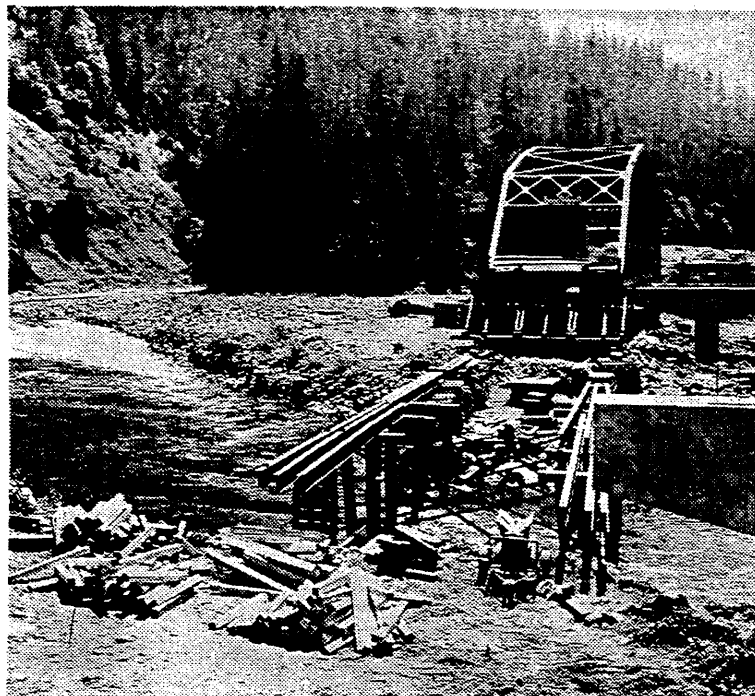
Now the bridge is being moved back across the river onto new trusses with a new concrete fill extending east of it to link up with Highway 224.

Like the work itself, funds for the project are coming from varied sources.

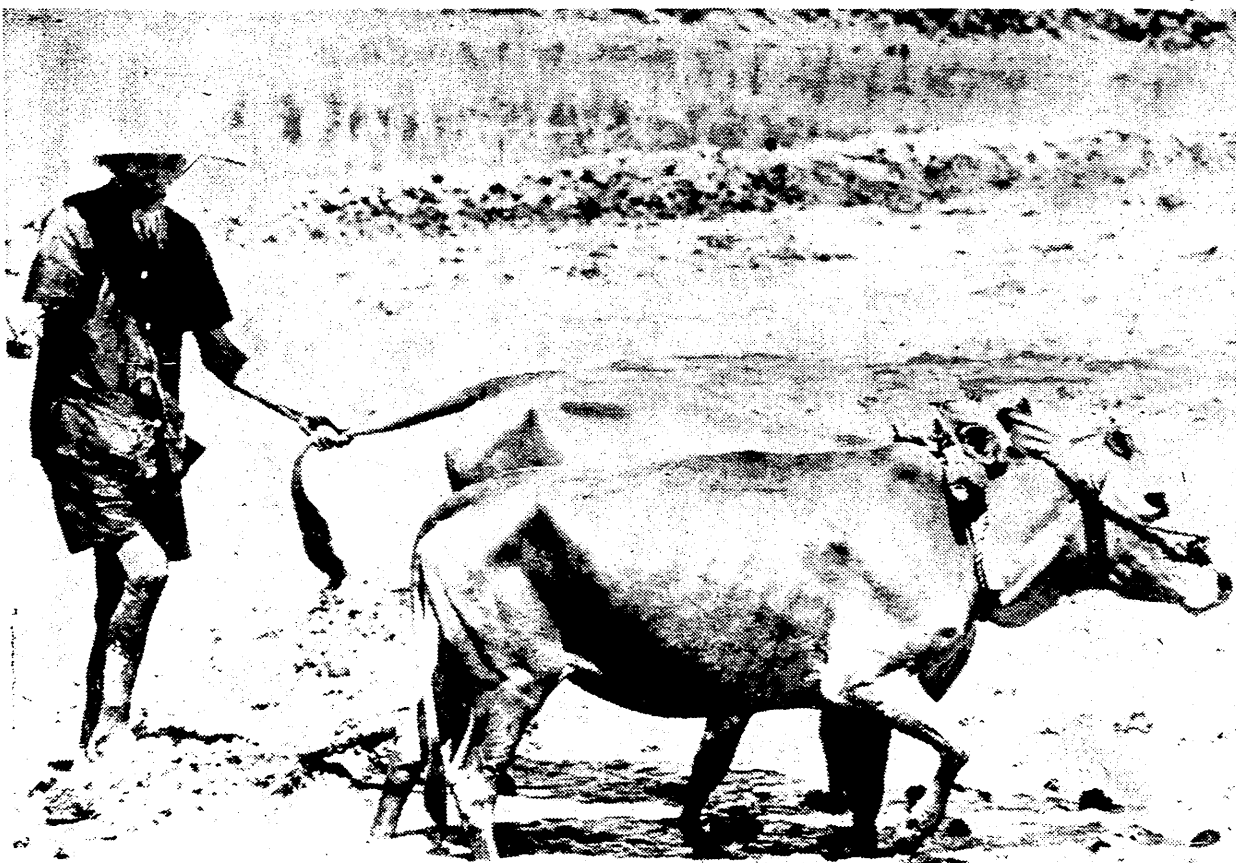
The bulk (\$3.2 million) will come from the federal government's Emergency Flood Repair Fund administered by BPR. There are also funds in the project from the Oregon Forest Highway Fund, O&C Land Fund and State Highway Department.

Motorists may obtain some idea of what the road will look like from a rough, unpaved section about a mile east of the Memaloose Log Grading Station.

Most of the grading work has been completed in this area—and the new, wide lanes should give motorists a promise of future driving ease on a road many once called "The Torture Highway."



AT FAR LEFT, weird columns of dust shroud rock-crushing operations at Fish Creek, where Contractor Roy L. Houck & Sons, Salem, is cutting new section through hill at left and using rock and gravel for project materials. Major project the moving of Carter Bridge back across the Clackamas River. Bridge has been taken off east end trusses and is being moved on special A-frame supports.



POWER STEERING, VIETNAMESE STYLE, is practiced by South Vietnamese peasant, who pulls tail of ox to make it turn as he plows rice paddy, ready for planting. Field lies between Da Nang and Hoi An. (AP)



SUMMER SCHOOL classes at zoo for young and old are in full swing, with new series of classes starting July 31. Learning about animal habitats (above) are Kathleen McTeague (left) 3750 NW Olympic Drive; Christine Lewis, 3715 NW Olympic Drive (right) helped by instructor, Judy Voglund, 1254 SW Carson St.



DELAYED HONEYMOON gets under way as Philip Crosby, 32, son of crooner Bing Crosby, embraces Georgi Edwards, 23, former Las Vegas showgirl, whom he married after holding up wedding 45 minutes to watch end of all-star baseball game.

Spectacular Fire Hits Seattle



BLACK SMOKE POURED out of Laher Spring and Tire Co. plant in Seattle's Capitol Hill district Wednesday as spectacular fire burns plant, damages others. No injuries were reported. (AP)