

II. PACIFIC HIGHWAY IN JOSEPHINE COUNTY, OREGON

INTRODUCTION

There were several land transportation systems before and after the official Pacific Highway (1913 - 1926) in southwestern Oregon: from Indian trails to pioneer trails and wagon roads following water courses, and during the auto age from dirt and granite roads to narrow paved roads, and finally the four lane, and larger, interstate 5 freeway.

- Indian trails.
- Horse and mule trails; they sometimes followed Indian trails.
- Wagon roads and the stage roads following streams, and sometimes horse trails.
- Narrow stream following dirt roads for pre-Model T autos and wagons.
- Narrow stream following dirt Model T and wagon roads.
- Narrow, curving, switch-backed, steep dirt and paved highway of the 1910s.
- In 1920 the Pacific Highway was open for year around travel in Oregon. The 345 mile Oregon highway in 1922 is paved or under contract for paving. The completion of this highway in 1922 gives Oregon the distinction of being the first state west of the Mississippi to have a paved highway the entire length of the state. The Pacific Highway was officially dedicated the length of Oregon and Washington October 1923.
- Wider highway of the late 1920s and 1930s with worst of the curves and steep grades improved.
- Post WWII widened highway.
- In 1959 - 1960 four-lane Interstate 5.
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Fragments of the “official” 1913 - 1926 Pacific Highway are plentiful in Northern Josephine County. These fragments are left-overs not buried beneath later versions of the highway. They are survivors of the grade and pave troops that had been abandoned, reclaimed, and/or renamed.

INDIAN TRAILS

1856. The first human transportation system in Oregon was Indian trails, trails following water courses, and eventually rough-hewn roads carved out by exploring pioneer families. An Indian trail in the Hugo region is located on an early General Land Office maps generally located north

of Bummer Creek/Quartz Creek from the Sexton Mountain pass (not named then) to the Rogue River (Oregon Surveyor General Land Office Maps T34S, R6W, & T35S, R6W. March 31, 1856).

TRAILS/WAGON ROADS BEFORE RAILROAD: 1841 - 1883

1841 - 1849 Trails followed the line of least resistance during the time the land now known as Oregon was under a provincial government between 1841 to 1849.

1849 - 1859 Under the 1849 - 1859 territorial government landowners built local ways adjacent to their holdings — in the main, farm-to-market roads established to give farmers access by horse and wagon to trading centers and rail points.

1856 There were two wagon roads in northern Josephine County in 1855. The main road was the “Road from Willamette Valley to Jacksonville.” Another major road branched south from the Widow Niday’s home was known as the “Road to Illinois Valley via Van Noys Ferry.” (Surveyors’ General Office Maps T34S, R6W, & T35S, R6W. March 31, 1856).

With rationale these 1855 wagon roads are thought to be in approximately the same location as when they were established in 1846 - 1847, the first two years emigrants traveled north over the Applegate Trail to the Willamette Valley. The working hypothesis for this assumption is that this emigrant traffic, except for anomalies such as the 1849 gold rush to California, was over ground that in late summer was rock hard, even in those areas that in winter would be a mud nightmare for wagons. The 1846 - 1855 emigrant traffic was one-way north to the promised land. There were hostile Indians from the first year the emigrants traveled the *Trail* through the Indian Wars of 1855. These folks were not seeking to be settlers of the Rogue Valley; these emigrants were

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transients moving as fast as they could without dally through the Rogue Valley to avoid hostiles. All these factors suggest that the emigrants did not improved the wagon roads for year around traffic as that was not needed in the late summer months and they were not staying.

Some of those trails would later carry a light surface of gravel or rock. But most were dirt and granite roads and were generally impassable during the winter months.

Early freighters bringing goods into the southern Oregon mining centers of Jacksonville, Galice creek and others, in the 1850's depended on mule trains to carry freight over the crude mountain trails from Crescent City (*Grants Pass Bulletin*, October 19, 1934).

1859. *When Oregon became a state in 1859, the Legislature established a system of county road districts. Under that system, district supervisors and appraisers laid out county roads and assessed their cost by levying taxes against the adjacent landowners and by establishing a poll tax that could be paid either by day or monthly. It was the taxpayer's option. The Legislature decreed that males between age 21 and 50 — except public officials and the infirm — had to work two days on public roads in the county where they lived. If those eligible men chose not to work, they could pick one of two alternatives. They could pay the government \$2 for every \$2,000 of taxable property they owned. Or they could go to jail.* Oregon Highway Division. *The First 75 Years.* 1988.

1860 In Oregon the route of the Pacific Highway would generally follow the path established by the California Stage Company in 1860 for their line between Sacramento and Portland. In the early days when staging was the approved method for passenger travel between Oregon and California points, stage stations dotted the route from Portland to San Francisco. While the stages and passengers made the continuous trip, stopping only for meals, the jaded horses were exchanged for fresh stock at these designated stations, which in southern Oregon were located at Canyonville, Galesville, Grave Creek, Grants Pass [Louse Creek], Rock Point, and Jacksonville. This route was used by all north and south travel until the railroad was built through to connect the California extension in 1883 to Grants Pass, Oregon. Grants Pass Daily Courier. June 26, 2006. *Golden Anniversary Edition, Political History Section, Page 8.* Grants Pass, OR.

Early accommodations available to travelers were from pioneer families or later, by 1860 from hostleries along main stage routes.

Niday Family
Wolf Creek Tavern
Grave Creek House

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For some 20 years following construction of the first road in these parts, most of southern Oregon was supplied by freight hauled from Crescent City, where it has been shipped from San Francisco. Six heavy horses were required to pull the great freight wagons with their trailers. Merchants at Kerbyville sometimes sent wagons as far as Redding for freight during the summer season when roads were passable. This was too expensive for general practice, except in emergencies, however (*Grants Pass Bulletin*, October 19, 1934).

WAGON ROADS/SOUTHERN PACIFIC RAILROAD: 1883

1883 The Grave Creek Tunnel, better known in later years as Tunnel #9, was completed July 4, 1883. The tunnel measured 2,112 feet in length. During this time many trestles were being built in the Grave Creek area, as well as roadbeds being graded. One thousand five hundred men were

reported in May of 1882 as grading between Wolf Creek and Grave Creek Tunnel with Camp #9 designated as the Grave Creek Camp. Hotels developed with the railroad.

The first through train from Portland rolled amid a great celebration, into Grants Pass on Christmas Eve, 1883. From then on, the railroad played a major role in the development of Hugo and Grants Pass.

After the railroad was built to Grants Pass in the fall of 1883 it became the freight center for the surrounding territory, and the heavy wagons lumbered in from the surrounding towns for regular trips, hauling winter stocks of goods to the stores against the season when the roads would be belly-deep with mud and impassable except for light wagons and stage coaches.

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and stage coaches. In those days it was a three-day trip from Kerby to Grants Pass and return in the winter season. Drivers with a “light rig” and four horses, leaving Kerby in the early morning would consider themselves lucky to be loaded and back as far as Wilderville for the second night of the journey. The roads of course were built with the least possible effort, winding around brush and trees, over hills, and fording creeks. Stage coaches drive almost straight over Hayes hill southwest of Grants Pass, and the passengers were politely requested to get out and walk to the top of the hill, perhaps boosting the coach up the grade as well (*Grants Pass Bulletin*, October 19, 1934).

1894 A car load of Bain wagons, Columbus buggies, road cats, Deering mowers and binds, Tiger hay rakes, Oliver plows and Ball Center disc harrows are now ready for delivery at Cramer Bros. (May 30, 1894).

PACIFIC HIGHWAY IN JOSEPHINE COUNTY, OREGON: 1913 - 1926

The Pacific Highway was a major 1,500 mile north-south transportation route constructed with the advent of automobile travel in the West. Its termini between Vancouver and San Diego covered 16 degrees of latitude and quite a variety of climate and cultures. In Oregon the route of the Pacific Highway generally follows the path established by the California Stage Company for their line between Sacramento and Portland in 1860.

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The automobile era of the early twentieth century created the freewheeling roadside camping automobile “gypsy” with no particular schedule or destination (within the confines of the two week vacation from work). Early in the century private associations promoted their visions of a host of transcontinental named highways, like the Pacific Highway, a name, not a number. Numbered highways would come later.

Cities along its route were:

- British Columbia: Vancouver
- Washington: Blaine, Bellingham, Seattle, Tacoma, Olympia
- Oregon: Portland, Salem, Eugene, Sunny Valley, Grants Pass, Medford
- California: Redding, Woodland, Oakland, San Francisco, San Jose, Salinas, Santa Barbara, Ventura, Los Angeles, San Diego

1910 During the summer of 1910, City owned steam roller and gravel wagons prepared a macadamized roadbed for south Sixth Street. (Percy T. Booth. 1984. *Grants Pass The Golden Years 1884 - 1984*. Grants Pass Centennial Commission. Grants Pass, Oregon).

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1913 With the slogan, “*Get Oregon Out of the Mud,*” the 1913 Oregon Legislature established the Oregon Highway Department. The state had no oiled or paved roads.

The first annual report of a State Highway Department was optimistic. The law creating a State Highway Commission was passed at the 1913 session of the Oregon Legislature. A System of state or trunk roads was adopted and a start, in a small way, made toward the construction of this system. The rate at which these trunk roads will be built and become of use to the public is now only a question of how fast the money is made available for this purpose (State of Oregon. 1914. *First Annual Report of the Highway Engineer for the Period Ending November 30, 1914*. Covering the Period from June 3, 1913 to November 30, 1914. Page 7. State Printing Department, Salem, OR).

1913 - 1914 The advantages or benefits enjoyed by a community which is blessed with good roads was identified in the first annual report (State of Oregon. 1914. *First Annual Report of the Highway Engineer for the Period Ending November 30, 1914*. Covering the Period from June 3, 1913 to November 30, 1914. Pages 12-13. State Printing Department, Salem, OR).

- Decrease in the cost per ton mile in hauling commodities.
- Betterment of the rural schools.
- Promoting greater social and intellectual life in the country districts.
- Ability to market crops any time of the year.
- Choice of various markets for the farmer.
- Equalizing traffic throughout the year.
- Facilitating rural mail delivery.
- Increase in land values

In 1914 it was not necessary, as it was four to eight years ago, to argue that the motor vehicle has come to stay, and that roads must be designed to stand this new and severe traffic. The water bound macadam was the best surfacing in use on public highways ten years ago. Today it is the consensus of opinion among highway engineers that it is not economical to build a water bound macadam road to withstand motor vehicle traffic.

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There are many kinds of pavement or hard surfacing which are in general use in the United States. There are more than 37,000 miles of road in Oregon. Many years will elapse before more than 10 percent of this road mileage is hard-surfaced. In order that the names of the various types may be familiar to everyone, a short description of

the pavements in common use is given (State of Oregon. 1914. *First Annual Report of the Highway Engineer for the Period Ending November 30, 1914*. Covering the Period from June 3, 1913 to November 30, 1914. Pages 12 - 19. State Printing Department, Salem, OR).

- Asphalt Pavements: Sheet Asphalt, Block Asphalt, Bitulithic (Warrenite)
- Bituminous Macadam: Penetration Method, Gladwell System; Mixing Method Warrenite, Tarmac, Asphaltic Concrete
- Concrete Pavements: One Course, Two Course, Hassam
- Brick Pavements: Four to Six-Inch Concrete Base, Two-Inch Sand Cushion, Bricks
- Stone Block Pavement: Sandstone Block, Granite Block, Basalt Block, Durax (Kleinpflaster), Four to Six-Inch Concrete Base, Two-Inch Sand Cushion
- Modern Wood Block Pavement
- Earth Roads
- Macadam Roads

Macadam Roads. Crushed rock and gravel are much used to surface a road where the traffic is too great for a common earth highway. It is a waster of money to dump either gravel or crushed rock on a road that has not been properly drained. Whether building an earth road or one that is to be surfaced with the highest priced pavement, the drainage is of the greatest importance.

In some districts of this state several kinds of decomposed rock are found in which make a very satisfactory surface for light traffic roads. In parts of Southern Oregon a decomposed granite is found which has been used with very satisfactory results on many miles of highway (State of Oregon. 1914. *First Annual Report of the Highway Engineer for the Period Ending*

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November 30, 1914. Covering the Period from June 3, 1913 to November 30, 1914. Page 19. State Printing Department, Salem, OR).

Jackson County The first county to take advantage of the County Bonding Act of 1913 was Jackson County. On September 9, 1913, by a large majority, bonds to the amount of \$500,000 were voted, the voters specifying that this sum should be expended in improving the Pacific Highway from the California State line north through the county as far as the money would avail (State of Oregon. 1914. *First Annual Report of the Highway Engineer for the Period Ending November 30, 1914*. Covering the Period from June 3, 1913 to November 30, 1914. Pages 21 - 45. State Printing Department, Salem, OR).

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by the location made by the California State Highway Commission. In California, the Pacific Highway had been located throughout the State with a maximum grade of six percent.

The first work was to make a reconnaissance covering the entire distance from the Oregon - California border to the Siskiyou summit, a distance of approximately 14 miles. The choice was between two basic routes, one of which was to ascend at once from the California line. This higher location had wonderful scenic possibilities and was selected.

The six miles from the State line to the summit is an ever-changing panorama of scenery, varying from the rugged and snow-capped Mount Shasta to the valley below, where cattle are peacefully feeding, and changing from the bare slopes near the boundary to groves of firs whose shade comes as a grateful relief after the brush and waste for several miles. At this point the vision of the traveler is confined almost entirely to the views right at hand, for the hillside is very steep and one can look down into the depths of Bear Creek Canyon 600 feet below, and up at the towering hillside and cliff extending 1,000 feet above. As we approach the head of the canyon the range of vision widens, and upon looking up and to the eastward one see the vertical walls of the cliff famed from pioneer days, Pilot Rock. This most unusual formation stands upon the backbone of the Siskiyou Range, and its massive walls extend vertically upward to a height of 600 feet above the surrounding mountain range. This rock was used by the early pioneers as the most prominent landmark, helping them in making their way northward over the mountains. It can be seen for many miles in all directions.

As one swings around the head of the canyon the 100-foot radius curve, the attention is divided between the lower stretches of landscape and the more distant sights. On the left down into the depths of Cottonwood Valley, is almost 1,000 feet below. Here and there the floor of the valley is dotted with farm houses surrounded by green fields and trees. The sparsely wooded slopes afford good pasture for cattle and sheep. From the tourist's point of view, this is an ideal stretch of road, for the two extremes of scenery are in view at once, the grandeur of the rocks and cliffs immediately above, and the peaceful valley and farms a quarter of a mile below.

On this stretch of road is another spring of water, so cold that it makes the teeth hurt, and of sufficient quantity to run during the hottest weather. All at once the pass is crossed, and the beautiful Rogue River Valley opens to view with its surrounding wooded mountains and cliffs and with Mount Pitt in the distance.

The Highway traverses the ridge for a short distance with two valleys visible at once, one in Oregon, the other in California. Then it follows the hillside down to the railway station at Siskiyou, the northern entrance to the Southern Pacific's highest tunnel.

The work of the Oregon State Highway Department was broken into several sections.

- Construction: Siskiyou Section
- Re-grading 13.75 Miles: Ashland to Central Point
- Asphaltic Concrete: Talent to Ashland, 4.25 Miles
- Concrete Pavement: Talent to Central Point, 9.5 Miles
- Medford to Phoenix

Josephine County

The expenditures in Josephine County for Road and Bridges from 1903 to 1913 varied, but were not large (State of Oregon. 1914. *First Annual Report of the Highway Engineer for the Period Ending November 30, 1914*. Covering the Period from June 3, 1913 to November 30, 1914. Pages 162 - 163. State Printing Department, Salem, OR).

1903	\$6,435.66
1904	\$7,658.76
1905	\$11,049.93
1906	\$10,168.62
1907	\$14,664.52
1908	\$15,162.79
1909	\$45,312.08
1910	\$17,819.93
1911	\$45,727.75
1912	\$119,572.90
1913	\$75,822.58

In 1914 Josephine County had the following types and miles of road, number and types of bridges, rock quarries, and number and types of road equipment.

Broken Stone Macadam	6	miles
Gravel	48	miles
Plank	0	miles
Earth	364	miles
Hard Surface Pavement	0	miles
Surveyed Road	418	miles
No. Combination Bridges	1	
No. Steel Bridges	9	
Rock Quarries	0	
Rock Crushers	2	
Gravel Pits	0	
Steam Road Rollers	1	
Gasoline Road Rollers	0	
Steam Road Engines	2	
Gasoline Road Engines	0	
Cars for Road Train	7	
Road Drags	21	

1914 On September 5, 1914 the Oregon State Highway Commission adopted a general highway map that had several trunks, but generally speaking didn't like the system it had (Oregon Highway Division. *The First 75 Years*. 1988).

- Beach Highway
- Pacific Highway starting at Portland to Ashland and the California border
- Dalles-California Highway from Wasco to Lakeview
- East-west line from Eugene to Prineville
- East-west line from Milligan to Ontario.

1915 The State Highway Commission has not undertaken, or provided in any way for, the maintenance of roads which have been constructed in whole, or in part by State road funds. It is believed that the date was rapidly approaching when the State will have to undertake the maintenance of the main trunk highways, such as the Columbia River Highway and Pacific Highway (State of Oregon. *Second Annual Report of the Engineer for the Oregon State Highway Commission for the Year Ending November 30, 1915*. 1916. Page 9. State Printing Department, Salem, OR).

The 1916 State Highway Commission budget for Josephine County is an appropriation of \$7,000 to be expended for the elimination of bad grade on the divide between Josephine and Douglas counties

Great assistance has been rendered by the Advisory Board to the Commission and this department, in stimulating public opinion, crystallizing the movement toward providing increased finances, and educating the public toward the adoption of an enlarged, systematic program of road construction. A special instance of the work of the Advisory Board is shown in Douglas County, where as a result of the meetings held, the business interests of the county got behind the County Court and gave them their backing, to have definite surveys made across the county and estimates prepared showing the cost of construction of the Pacific Highway, that data might be submitted to the people of county and State, preliminary to reconstruction of said highway.

Josephine County. The 1916 State Highway Commission budget for Josephine County is an appropriation of \$7,000 to be expended for the elimination of bad grade on the divide between Josephine and Douglas counties and at other points where agreed upon by the Engineer of the State Highway Commission; all to be spent under his direction

Josephine County. C. G. Gillette, County Judge; E. J. Lind and R. M. Robinson, County Commissioners. Five thousand dollars was appropriated by the Commission to Josephine County for work in the north end of the county, the purpose at the time the appropriation was granted being to improve the grade over the divide between Wolf Creek and Glendale. On account of no surveys having been adopted at that point, and it being evident, appropriation was inadequate, it was decided by the County Court of Josephine County and the Chief Deputy State Engineer that funds be expended, first to definitely locate the Pacific Highway from Grants Pass south to the Jackson County line; second, on the Pacific Highway at such points where revision of grade and alignment was necessary (State of Oregon. Second Annual Report of the Engineer for the Oregon State Highway Commission for the Year Ending November 30, 1915. 1916. Page 38. State Printing Department, Salem, OR).

1916 In 1916 Oregon had no paved sections of roads, outside of Multnomah, Clatsop, and Jackson counties. Gravel roads were rough and narrow, and there was no continuity in roadways from county to county. More often than not, county lines featured impassable gaps in the road system.

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1917 The unusual conditions caused by WW I have made it exceedingly hard to maintain engineering and construction organizations, and especially is this true where the state has had work in outlying districts (State of Oregon. *Annual Report of the State Highway Engineer to the Oregon State Highway Commission for the Year Ending November 30, 1917.* 1918. Page 5. State Printing Department, Salem, OR).

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1918 - 1920 No paving or macadamizing of the Pacific Highway in Josephine County, and but 11 miles had been graded. The grading that had been done was in two separate sections, one from Grants Pass to the Jackson County line, a distance of 6 miles, and the other from Wolf Creek to Grave Creek, a distance of 4.9 miles (Oregon State Highway Commission. December 1, 1920. Fourth Biennial Report. Covering Period December 1, 1918 to November 30, 1920. Page 275. Salem, OR).

Certain state highways were determined to be highways of first importance to the general public of the State of Oregon. It was determined that certain highways, including the Pacific Highway, should be permanently constructed and finished with a hard surface (State of Oregon. *Annual Report of the State Highway Engineer to the Oregon State Highway Commission for the Year Ending November 30, 1917*. 1918. Pages 34 - 35. State Printing Department, Salem, OR).

The Pacific Highway through Jackson County, where the same has not already been paved, along the route heretofore adopted by the State Highway Commission. Inasmuch as the County of Jackson has already expended large sums of money in constructing said Pacific Highway, and in paving a large portion thereof, and in so doing has practically exhausted its ability to raise money by an issuance of county bonds, the said Highway Commission is hereby authorized, from this Act, in addition to completing the paving of said highway in Jackson County, to use from said funds sufficient to provide for completing the preparation of said highway through said county, for the paving thereof.

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Construction Jobs In Josephine County				
Project	Est. Total Cost	Expended To November 30, 1917		
		Construction	Engineering	Total
Wolf Creek-Grave Creek section, grading	\$62,500.00	0	\$1,436.16	\$1,436.16
Locust Hill section, grading	\$5,000.00	\$685.95	\$35.03	\$720.98

1918 - 1920. State. The work of the present biennium was begun under good auspices. The continuation of the improvement of the State highway system, interrupted by the war, was made possible by the return of the service men, the release of men from the war industries, the availability of equipment, and the removal of embargoes on road building materials, a more adequate supply of railroad cars and the removal of financial restriction relating to the sale of bonds (Oregon State Highway Commission. December 1, 1920. *Fourth Biennial Report*. Covering Period December 1, 1918 to November 30, 1920. Page 1. Salem, OR).

Standard bituminous construction consists of gravel or crushed rock macadam subbase, 3-inch bituminous base, and 2-inch bitulithic wearing surface. Standard concrete construction is from six to seven inches thick, the thickness depending upon the traffic to be carried and the character of the subgrade. The standard pavement section is 16 feet wide with extra width on curves and superelevation. Two foot shoulders of crushed rock or gravel have been constructed on all pavements. It is necessary that all new grades be allowed to settle and be open for travel for a least one year and preferably longer before paving to secure the best results, which will explain why some gaps in the main highways have been left unpaved (Oregon State Highway Commission. December 1, 1920. *Fourth Biennial Report*. Covering Period December 1, 1918 to November 30, 1920. Page 3. Salem, OR).

1918 - 1920. The outstanding features of the work of the Commission have been: Pacific Highway constructed to a standard width, alignment and grade throughout its entire length with a few small exceptions, and all graded portions either macadamized or paved, making possible through travel throughout the entire year

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1919 - 1920. Josephine County. For contract purposes the Oregon State Highway Commission identified the Pacific Highway into identifiable sections. There were four sections in northern Josephine County from Wolf Creek to Grants Pass with overlap between the Sexton Mountain section and the Sexton Mountain to Pleasant Valley section.

1. Wolf Creek to Grave Creek: 4.9 miles in length
2. Sexton Mountain (extends from the south end of the paving near Grave Creek to the foot of the south slope of Sexton Mountain): 7.48 miles in length
3. Sexton Mountain to Pleasant Valley (Grave Creek to Pleasant Valley)
4. Pleasant Valley - Grants Pass

During 1919 - 1920 the Sexton Mountain section was graded and being macadamized. The Pleasant Valley - Grants Pass section was placed under contract for grading and macadamizing was in progress. Merlin Hill was graded and the heaviest grades in the Pleasant Valley - Grants Pass had been cut.

1919 - 1920. The Oregon State Highway Commission segmented the Pacific Highway into four identifiable sections in northern Josephine County.

- 1. Wolf Creek to Grave Creek**
- 2. Sexton Mountain**
- 3. Sexton Mountain to Pleasant Valley**
- 4. Pleasant Valley - Grants Pass**

These contracts will be completed in the spring and they will give the Pacific Highway a surfacing of pavement or macadam throughout its entire length across Josephine County, whereas two years ago, but one-third of this highway had been graded (Oregon State Highway Commission. December 1, 1920. *Fourth Biennial Report*. Covering Period December 1, 1918 to November 30, 1920. Page 275. Salem, OR).

By 1919 service men returned from the war, men were released from the war industries, equipment became available and restrictions were lifted on the sale of bonds. In short, the state began moving dirt and laying pavement. From 1919 to 1920, more pavement was laid across Oregon than ever before.

1919 - 1920. Wolf Creek to Grave Creek Paving. *The grading of this section of the Pacific Highway was completed in October 1919 and the fills were allowed to settle during the following winter. During the rainy season it was almost impassable and surfacing was an absolute necessity. On April 15, 1919, contract No. 98 was awarded to the Warren Construction Company of Portland for the construction of 4.9 miles of 2-inch bitulithic wearing surface on a 6-inch broken stone base. On account of the narrow width of the previously graded roadbed, the pavement was laid to an average of 14 feet throughout. Construction was started May 1, 1919, and completed March 10, 1920, being opened in time for the spring traffic. The total cost of the work was paid from State funds and amounted to \$141,978.49. Melville Jones was Resident Engineer throughout most of the construction and on resigning was succeeded by Paul Van Scoy who finished the work (Oregon State Highway Commission. December 1, 1920. *Fourth Biennial Report*. Covering Period December 1, 1918 to November 30, 1920. Page 275. Salem, OR).*

1919 - 1920. Sexton Mountain Macadam. *In order to make the Sexton Mountain section passable to traffic this winter, contract No. 275 for macadamizing was awarded on July 6, 1920 to D. M. Stevenson of Portland, Oregon. This section of the Pacific Highway is 7.48 miles in length and extends from the south end of the paving near Grave Creek to the foot of the south slope of Sexton Mountain.*

Owing to the fact that the north slope becomes impassable during the winter, while the south slope holds up well enough to allow the passage of traffic, the first effort was made to improve the new grade on the north side. A crusher plant was set up on Grave Creek and narrow strip of

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gravel has been laid up the center of the grade in sufficient depth to carry loaded trucks. This strip now extends to the summit and is being used by traffic while the old road is muddy, and, with this improvement, Sexton Mountain will be open for traffic during the entire winter.

The total estimated cost of the surfacing is \$96,000.00, which will be paid entirely from State funds. At the date of this report the sum of \$15,012.73 has been expended under the engineering supervision of Paul Van Scoy, Resident Engineer (Oregon State Highway Commission. December 1, 1920. Fourth Biennial Report. Covering Period December 1, 1918 to November 30, 1920. Page 277. Salem, OR).

1919 - 1920. Grants Pass - Pleasant Valley Macadam. *This section of the Pacific Highway extends from the city limits of Grants Pass to the foot of Sexton Mountain, a distance of 9.84 miles. On August 10, 1920, contract No. 287 was awarded to Joplin & Eldon of Portland, Ore., for the work involved. This contract calls for completion of the grading which had been started by Josephine County and the placing of a crushed gravel course, from 3 to 6 inches in thickness, in accordance with the subgrade conditions encountered, with a final topping of 2 inches of decomposed granite. Grading was started on September 16 and the crushing plant is now being installed. The estimated cost of the improvement is \$125,000.00, which will be paid from State funds. The total expenditures to date amount to \$5,679.40, having been made under the engineering supervision of J. G. Bromley, Resident Engineer (Oregon State Highway Commission. December 1, 1920. Fourth Biennial Report. Covering Period December 1, 1918 to November 30, 1920. Pages 277 - 278. Salem, OR).*

Sexton Mountain, or Smith Hill, located about ten miles north of Grants Pass, has been the terror of tourists on account of being impassable for automobiles during the winter season.

1919 - 1920. Sexton Mountain Grading. *Sexton Mountain, or Smith Hill, located about ten miles north of Grants Pass, has been the terror of tourists on account of being impassable for automobiles during the winter season. On May 6, 1919, a contract was awarded to H. J. Hildeburn of Roseburg, Oregon, for the grading of this 7.43 miles. In order to assist the contractor in securing bond, this section was divided into three units and given contract number 123-4-5. The grading is 20 feet in width and follows up the steep side of Sexton Mountain, having many very deep cuts and high fills. Several small sections were worked with team, but the bulk of the work was done by steam shovel. In order to complete the work before the beginning of the present season, this steam shovel was worked in two shifts for a great deal of the time. The grading was carried to completion during November of the present year. C. H. Willison was Resident Engineer on this work, which represents a total estimate cost of \$153,000.00, Josephine County co-operating to the amount of \$10,000.00. The total expenditures to date have been \$131,663.07, the County having paid \$5,000.00 of this amount (Oregon State Highway Commission. December 1, 1920. Fourth Biennial Report. Covering Period December 1, 1918 to November 30, 1920. Pages 279. Salem, OR).*

1921 - 1922. State. The work of the present biennium has, in a large measure, consisted of completing the contracts begun in the previous period, as well as closing up the gaps remaining on the main highways and also extending the improvement of the lateral and connecting highways. The end of the present year also marks the end of the sixth working season since the enactment of

legislation providing for the present organization and program (Oregon State Highway Commission. December 1, 1922. *Fifth Biennial Report*. Covering Period December 1, 1920 to November 30, 1922. Page 7. Salem, OR).

The state highway system consists of 4,450 miles, of which there has been improved by the Commission 695.1 miles of paving, of which 129.6 miles are of concrete type and 565.1 miles of bituminous type, 1,313.6 miles of gravel or crushed rock surfacing and 1,760.5 miles of grading (Oregon State Highway Commission. December 1, 1922. *Fifth Biennial Report*. Covering Period December 1, 1920 to November 30, 1922. Page 7. Salem, OR).

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Most of the pavements constructed during the past two years have had a width of sixteen feet, which width has been supplemented by a two-foot rock or gravel shoulder along each side for use in case it becomes necessary to turn off the pavement, and for the protection of the edges of the pavement. In a few instances where the volume of traffic to be carried was very great and where unusually

circuituous alignment was involved, eighteen-foot pavements have been constructed (Oregon State Highway Commission. December 1, 1922. *Fifth Biennial Report*. Covering Period December 1, 1920 to November 30, 1922. Page 57. Salem, OR).

It is to be noted that a considerably smaller mileage of pavements was laid during the 1921 - 1922 biennium than during the previous two-year period, the mileage of 1919 and 1920 having been 347.2 miles. The reduction will be even more marked in the next biennium during which period it is likely that not more than 50 to 75 miles of pavement will be laid (Oregon State Highway Commission. December 1, 1922. *Fifth Biennial Report*. Covering Period December 1, 1920 to November 30, 1922. Page 57. Salem, OR).

1921 - 1922. Josephine County. During the past two years the grading and surfacing north of Grants Pass has been completed and the sections have been placed under contract for paving as soon as permitted by the intervals required for the proper settlement of embankments. At present, these paving contracts have all been completed, except for approximately 2.5 miles between Pleasant Valley and Grants Pass. With the exception of this one gap, the highway (Pacific) is paved throughout from the Douglas County line to the Jackson County line, a total of 34.7 miles (Oregon State Highway Commission. December 1, 1922. *Fifth Biennial Report*. Covering Period December 1, 1920 to November 30, 1922. Page 334. Salem, OR).

1921 - 1922. Grave Creek-Pleasant Valley Paving. *This section begins at Grave Creek and extends south over what is known as Sexton Mountain to Pleasant Valley, **the grade of the mountain averaging 5 per cent.** In the original plans for the paving of this section, it was understood that Federal Aid would be received and in accordance with requirements of the*

1921 - 1922. Josephine County. At present, these paving contracts have all been completed, except for approximately 2.5 miles between Pleasant Valley and Grants Pass. With the exception of this one gap, the highway (Pacific) is paved throughout from the Douglas County line to the Jackson County line, a total of 34.7 miles.

*Bureau of Public Roads a pavement of a total width of 18 feet was advertized. Upon receipt of bids on the project, the Commission decided to make the award for what is known as **type "C" pavement and the contract was awarded for this type of construction. Type "C" consists of a 5-inch bituminous pavement 13 feet in width, with 7-inch concrete shoulders 2½ feet in width on each side.** The Bureau of Public Roads objected to the award of this type*

on account of the 5 per cent grade on the mountain and they refused to accept the award for post road cooperation. The Commission accordingly assumed the entire cost of construction.

*Contact No. 515 for the work was awarded April 15, 1922, to A. D. Kern of Portland, Oregon. On May 10, two concrete construction crews began work on the shoulders, one crew beginning at the north end and working south and the other crew beginning at approximately the center of the project and working south. In order to allow material trucks to turn around, one panel was omitted approximately every 500 feet. These gaps were closed up when the bituminous pavement was completed. **All bituminous mixture was hauled from the plant set up by the contractor at Jump Off Joe Creek for work under his contract on the Pleasant Valley-Grants Pass Section.** The laying of pavement was started at Grave Creek and extended south towards the hot stuff plant.*

Construction has been carried on under the supervision of G. J. Bromley, Resident Engineer, and is practically completed at the present time. Expenditures of \$140,736.25 have been made out of a total final estimated cost of \$189,500.00 from State funds (Oregon State Highway Commission. December 1, 1922. Fifth Biennial Report. Covering Period December 1, 1920 to November 30, 1922. Pages 334 - 335. Salem, OR).

1921 - 1922. Pleasant Valley-Grants Pass Paving. *The State Highway Commission awarded Contract No. 409 to A. Kern of Portland, Oregon, on June 29, 1921, for paving 9.85 miles from the south foot of Sexton Mountain to Grants Pass. The pavement covered by the contract was 16 feet in width and consisted of a 3-inch bituminous base covered by a 2-inch bituminous wearing surface. Rock shoulders two feet wide were constructed on each side of the payment.*

The laying of pavement was started at the Grants Pass end on September 2, 1921, and 3.94 miles were constructed. Work was then suspended until the following spring in order to allow the newly graveled portions to settle during the winter. Operations were resumed early in the spring and pavement laid an additional 3.46 miles to the plant at Jump Off Joe Creek. At this time the

contractor, who also had the contract for the Grave Creek-Pleasant Valley Section, transferred crews to the north end of that project and started paving operations, working south. This was done in order to eliminate the necessity of hauling plant mixtures over any of the newly constructed pavement. At the present time, the Sexton Mountain pavement is practically completed, but it is extremely doubtful that the gap of 2.45 miles left at the north end of the Pleasant Valley-Grants Pass Section will be completed before the 1923 working season.

Construction has been under the supervision of J. G. Bromley, Resident Engineer, with expenditures to date of \$170,051.95 out of a total estimated cost of \$240,000.00 from State funds (Oregon State Highway Commission. December 1, 1922. Fifth Biennial Report. Covering Period December 1, 1920 to November 30, 1922. Page 335. Salem, OR).

1921 - 1922. Grants Pass-Pleasant Valley Grading And Surfacing. *A description of this section will be found on page 277 of the Fourth Biennial Report. The grading required was completed during the early spring of 1921, and the surface completed August 20 of the same year. The total expenditures during the present biennium amount to \$110,618.56, bring the total cost of the project to \$116,297.96 from State funds (Oregon State Highway Commission. December 1, 1922. Fifth Biennial Report. Covering Period December 1, 1920 to November 30, 1922. Page 336. Salem, OR).*

1921 - 1922. Sexton Mountain Surfacing.
Owing to continuous rains, the work was suspended for the winter after a narrow strip of gravel had been laid from Grave Creek to the summit of Sexton Mountain. Traffic used the surfacing on the north side of the mountain without difficulty, but on the south side, it was necessary to use the old grade. As this rutted very deeply, the State found it necessary to maintain teams to assist traffic through, when required.

1921 - 1922. Sexton Mountain Surfacing. *A description of this section will be found on page 277 of the Fourth Biennial Report. Owing to continuous rains, the work was suspended for the winter after a narrow strip of gravel had been laid from Grave Creek to the summit of Sexton Mountain. Traffic used the surfacing on the north side of the mountain without difficulty, but on the south side, it was necessary to use the old grade. As this rutted very deeply, the State found it necessary to maintain teams to assist traffic through, when required.*

A great deal of settlement and many slides occurred on the new grade on the south side of the mountain. These slides were removed and settlements corrected during the spring, and the surfacing of the entire section was completed August 21, 1921. Surface was laid to a width of sixteen feet, with an average of eight inches of crushed gravel. A two-inch layer of decomposed granite was placed on the gravel in order to fill the voids and provide a wearing surface.

Expenditures of \$103,643.98 have been made during the present biennium, bringing the total cost of the project to \$118,656.71 from State funds (Oregon State Highway Commission. December 1, 1922. Fifth Biennial Report. Covering Period December 1, 1920 to November 30, 1922. Page 335. Salem, OR).

1921 - 1922. Sexton Mountain Grading. *A description of this project will be found on page 279 of the Fourth Biennial Report. The work was practically completed at that time, with the exception of a few headwalls and other minor work. On account of the heavy winter rains, the contractor was not able to finish until March 29, 1921, the final work being handled under the direction of Paul Van Scoy, Resident Engineer (Oregon State Highway Commission. December 1, 1924. Fifth Biennial Report. Covering Period December 1, 1920 to November 30, 1922. Page 337. Salem, OR).*

1922. State. Marshal Joffre, speaking at the dedication of the Pacific highway at the inter-state bridge, today, said: “Roads are the strongest, most helpful agents of civilization, bringing prosperity, commerce and happiness.

1922. Roads are the strongest, most helpful agents of civilization, bringing prosperity, commerce and happiness. The road which is the object of today’s ceremonies is the longest highway in the world, and I am happy to say that the road is now formally opened.

The road which is the object of today’s ceremonies is the longest highway in the world, and I am happy to say that the road is now formally opened.” (Joffre Speaks At Dedication of Pac. Highway, French Marshal Participates in Ceremonies At Portland, World’s Longest Road Way, Strongest, Most Helpful Agents of Civilization, Says the Distinguished Guest. *Grants Pass Daily Courier*, Saturday, April 4, 1922).

Bids for the last bit of paving of the Pacific Highway, seven and three-quarters miles between Halsey and Harrisburg, in Linn County, were opened today by the state highway commission. The Pacific highway work was started just five years ago. Bids on the stretch of paving of the West Side highway of the Monmouth -Suver section will be opened tomorrow (Last Link Of Highway Will Be Completed, Bids Opened in Portland For Paving Of Stretch Near Harrisburg, Work Begun Five Years Ago, Bids for End of West Side Highway Will Be Opened Tomorrow — Section Is Near Monmouth. *Grants Pass Daily Courier*, Tuesday, May 9, 1922).

The outstanding features of the work accomplished are: The **Pacific Highway, 345 miles in length**, is paved or under contract for paving from the Columbia River to the California State Line with the exception of small gaps which have been left for future overcrossings of the railroad and the gap between Junction City and Harrisburg, which have been left a graveled road on account of overflow conditions in the Willamette River bottom. **The completion of this highway gives Oregon the distinction of being the first state west of the Mississippi to have a paved highway the entire length of the state** (Oregon State Highway Commission. December 1, 1922. *Fifth Biennial Report*. Covering Period December 1, 1920 to November 30, 1922. Page 8. Salem, OR).

1923. State. In October, 1923, following the opening of new paved sections on the Pacific Highway in Washington, the Pacific Highway in the two states was officially dedicated with appropriate exercises at Olympia and Salem (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 8. Salem, OR).

By means of condemnation, a **timbered tract at Emigrant Springs, the site of the Old Oregon Trail dedicated by President Harding**, has been secured at a cost of \$3,000. It is planned to improve the spring with a drinking fountain and to develop park facilities (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 17. Salem, OR).

It is hoped that further donations of park sites to the public along state highway routes may be made by generous public spirited citizens to preserve the natural scenic beauties and provide free resting places for the traveler (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 17. Salem, OR).

Drinking fountains have been constructed at several places along the highways which is a convenience much appreciated by tourists (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 17. Salem, OR).

The rapid gain in the registration of motor vehicles in the State, increasing from 48,632 in 1917 to approximately 193,000 in 1924, together with the great increase in tourist traffic, has added to the maintenance problem in the same proportion. Road surfaces which have carried light traffic well,

The rapid gain in the registration of motor vehicles in the State, increasing from 48,632 in 1917 to approximately 193,000 in 1924.

rapidly disintegrate and wear out under the greatly increased traffic burden put upon them. The heavy use of the roads has demonstrated that 2-inch bituminous pavement are not adequate, and many of these pavements laid several years ago must soon be thickened and widened to meet increasing

demands of traffic. Six-inch cement concrete pavements are also found inadequate, and the present standard is seven inches thick in the center with thickened edges (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 21. Salem, OR).

The name Redwood Highway has been given to the former Grants Pass-Crescent City Highway, in order to have the same designation in Oregon that it has in California, and thus avoid confusion (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 11. Salem, OR).

1923 - 1924. State. *The state highway system, because of the rapid increase in the number of motor vehicles and the demand made upon it for better transportation facilities, has become an important factor in the economic life of the state. The state highway system is 4,464 miles in length, of which there has been improved by the Commission to date 720 miles of paving, of which 170 miles is cement concrete type and 550 mile of bituminous type, 1,861 miles of crushed rock or gravel surfacing and 2,174 miles of grading* (Oregon State Highway

Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 1. Salem, OR).

1923 - 1924. Josephine County *Since the time of the previous report, all contracts of Grants Pass have been finished up and the Pacific Highway is now paved throughout the county, a distance of 34.6 miles* (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 315. Salem, OR).

1923 - 1924. Grants Pass-Sexton Mountain Paving. *On the Pacific Highway, from Sextons to Grants Pass; 9.8 miles of paving, type "D" 16-foot wide; 3-inch bituminous base and 2-inch wearing surface.*

Contract No. 409, awarded July 29, 1921, to A. D. Kern of Portland, Oregon. Work commenced September 2, 1921; completed March 24, 1923. Final cost, \$239,739.68. Resident Engineer, J. G. Bromley.

<p>1923 - 1924. Sexton Mountain Paving. <i>On the Pacific Highway, from Grave Creek to Sextons; 7.5 miles of pavement, type "C" 18-foot width, composed of 13 feet of 5-inch bituminous pavement with 7-inch by 30-inch concrete shoulders on each side.</i></p>

Upon completion of the pavement on the adjoining Sexton Mountain Section, work resumed on this project and continued during such times as favorable weather prevailed, and was completed on March 24, 1923. Further details will be found on page 335 of the 1921-22 report (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 315. Salem, OR).

1923 - 1924. Sexton Mountain Paving. *On the Pacific Highway, from Grave Creek to Sextons; 7.5 miles of pavement, type "C" 18-foot width, composed of 13 feet of 5-inch bituminous pavement with 7-inch by 30-inch concrete shoulders on each side.*

Contract No. 516, awarded April 15, 1922, to A. D. Kern of Portland, Oregon. Work commenced May 10, 1922; completed March 10, 1923. Final cost, \$196,430.09. Resident Engineer, J. G. Bromley. Further details will be found on page 334 of the 1921-22 report (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 316. Salem, OR).

1923 - 1924. Jump Off Joe Creek Bridge. *On Pacific Highway, near Grants Pass; one 50-foot concrete span. Contract No. 645, awarded March 27, 1923 to Ryan & Catching of Riddle, Oregon. Work commenced May 12, 1923; completed August 31, 1924. Final cost, \$12,192.73. Resident Engineer, Stewart Mitchell* (Oregon State Highway Commission. December 1, 1924. *Sixth Biennial Report*. Covering Period December 1, 1922 to November 30, 1924. Page 318. Salem, OR).

1925 - 1926 Oregon State Highway Commission. December 1, 1925. *Seventh Biennial Report*. Covering Period December 1, 1925 to November 30, 1926. Salem, OR.

U. S. HIGHWAY 99 IN JOSEPHINE COUNTY, OREGON: 1926 - 1960

1926 When the U.S. Highway System is implemented in 1926, the Pacific Highway #1 is given the U.S. Highway 99 designation.

1927 - 1928. State. *The close of the year 1928 rounds out the twelfth year since the adoption of the state highway plan and program of 1917. In that period highway improvements have followed each other in rapid succession in all parts of the state until at the present time on the state highway system of 4,368.3 miles, 3,723.7 miles have been improved and only 644.6 miles remain unimproved. The work done by the Commission to date consists of 729.3 miles of paving, of which 178.3 miles are of cement concrete type and 551.0 miles are of the bituminous type; 107.6 miles of bituminous macadam; 1,194.4 miles of oiled macadam; 2,347.1 miles of rock or gravel surfacing; 39.1 miles of repaving; 453 miles of resurfacing and 141.6 miles of regrading (Oregon State Highway Commission. 1929. *Eighth Biennial Report*. Covering Period December 1, 1926 to November 30, 1928. Page 9. Salem, OR).*

1926 When the U.S. Highway System is implemented in 1926, the Pacific Highway #1 is given the U.S. Highway 99 designation.

1927 - 1928. Josephine. *During the past biennium there has been no new construction work on the Pacific Highway within the county as this had all been completed during past years.*

The Redwood Highway now has been completely constructed from the California line to Grants Pass. With the exception of seven miles, the highway now is oiled throughout its entire length. The section of seven miles now unoiled is on the program for oiling during 1929.

*On the Oregon Caves Highway the portion between the foot of the grade and the caves has been worked over and widened, with the exception of two miles. At this time there remains eight miles of the highway which is yet to be surfaced (Oregon State Highway Commission. 1929. *Eighth Biennial Report*. Covering Period December 1, 1926 to November 30, 1928. Page 326. Salem, OR).*

1929 It was not until very recent years that modern graded and surfaced highways were constructed for automobile travel. The Redwood Highway, connecting Grants Pass and Crescent City, was not completely surfaced until about five years ago. Many years were required to bring the system of highways to present modern standard of alignment, grade, width and surface. Difficult engineering feats characterized their construction. Streambeds were moved, rock cliffs and mountains were blasted, deep canyons, gorges and wide rivers were bridged, big trees were felled and acres of dense forest undergrowth were hewn. Organizations such as the **Redwood**

Empire association, Pacific Highway Association, chambers of commerce and others have worked continuously to bring about construction of easily traveled highways, modern bridges, and efficient arteries of travel (*Grants Pass Bulletin*, October 19, 1934).

1929 - 1930. State. *The work done by the Commission to date consists of 739.4 miles of paving, of which 188.4 miles are of cement concrete type and 551.0 miles are of the bituminous type; 339.1 miles of bituminous macadam; 1,572.1 miles of oiled macadam; 239.7 miles of non-skid treatment of pavement; 2,472.1 miles of rock or gravel surfacing; 54 miles of repaving; 708.8 miles of resurfacing and 337.2 miles of regrading (Oregon State Highway Commission. 1930. Ninth Biennial Report. Covering Period December 1, 1928 to September 30, 1930. Page 10. Salem, OR).*

1934 Much remains to be done for Southern Oregon. Perhaps the three most important projects to be completed are the Siskiyou “bottleneck,” the crooked highway between the base of Sexton mountain and Canyonville and the Hayes hill sector of the Redwood highway.

1929 - 1930. Josephine. *Oiled macadam on the Redwood Highway, the bridge over the Rogue River at Grants Pass and the widening of the Oregon Caves Highway have been the major work in this county during the last two years. Surveys have been made for future alignment changes on the Pacific Highway*

(Oregon State Highway Commission. 1930. *Ninth Biennial Report*. Covering Period December 1, 1928 to September 30, 1930. Page 329. Salem, OR).

1934 Much remains to be done for Southern Oregon. Perhaps the three most important projects to be completed are the Siskiyou “bottleneck,” the crooked highway between the base of Sexton mountain and Canyonville and the Hayes hill sector of the Redwood highway. The latter problem is particularly important to Grants Pass because of the fact that tourists attracted north through Redwood Empire will be diverted to the coast highway by any hazard existing between Grants Pass and the Crescent City junction (*Grants Pass Bulletin*, October 19, 1934).

1940 *Of the 7,131 miles of road in the state primary and secondary road system in 1940, 1,035 were paved, 1,140 were surfaced with bituminous macadam, 2,998 were surfaced with rock or gravel and 414 were graded, ready for surfacing (Oregon Highway Division. The First 75 Years. 1988).*

1941 - 1944 World War II was disastrous from the standpoint of developing and maintaining Oregon’s highways. The Highway Department’s sign shop personnel were busy in 1942 with increased work connected with defense and war activities, including marking evacuation routes through cities, marking “dimout” areas for motorists on the Coast Highway and posting military restricted zones (Oregon Highway Division. *The First 75 Years*. 1988), but little work was actually completed on the road system.

1946 The transition from a wartime economy to a peacetime economy began in 1946, with Oregon moving from a time of curtailment in road building to one of recovery and finally expansion.

INTERSTATE 5 IN JOSEPHINE COUNTY, OREGON: 1960 - 2002

1956 The interstate program began in August 1956 when Congress passed the Federal-Aid Highway Program Act. Oregon had 47 miles of the interstate system already completed. U. S. 99 became Interstate 5 (I-5). Many Oregon highways were realigned to carry interstate routes.

1960. Interstate 5 through northern Josephine County was completed in 1960. By September 1960, about 105 miles of the 310-mile Interstate 5 had been completed and opened to traffic (Oregon Highway Division. *The First 75 Years*. Section B. 1988). It was paved through the Hugo region in 1959.

1966. Oregon's Highway Department construction program hit one of its most significant milestones with the completion of Interstate 5 to four lanes. It marked the first time travelers could enter the state at the Interstate bridge in Portland and head southbound along the high-speed freeway to California without encountering one traffic signal or stop sign.

1966. Oregon's Highway Department construction program hit one of its most significant milestones with the completion of Interstate 5 to four lanes. It marked the first time travelers could enter the state at the Interstate bridge in Portland and head southbound along the high-speed freeway to California without encountering one traffic signal or stop sign. The 308-mile highway was dedicated on October 22, 1966, in ceremonies at the Cow Creek Safety Rest Area in southern Douglas County (Oregon Highway Division. *The First 75 Years*. Section B. 1988).