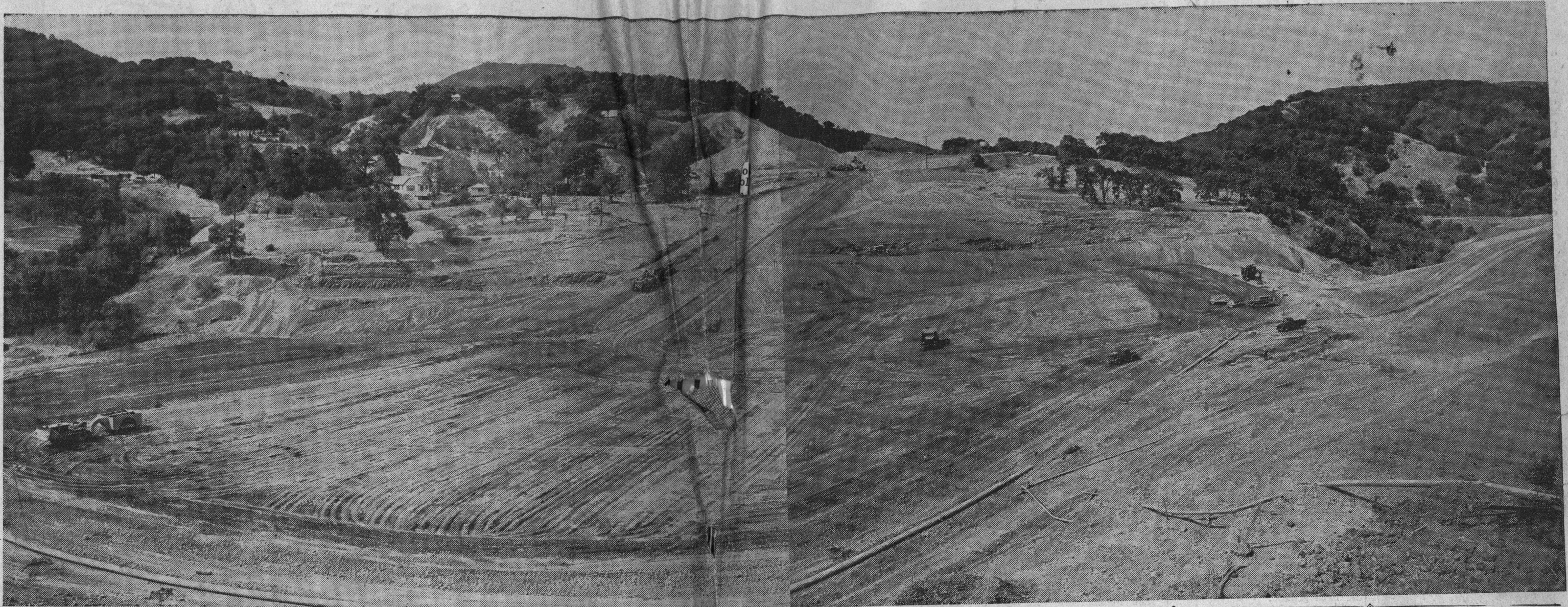


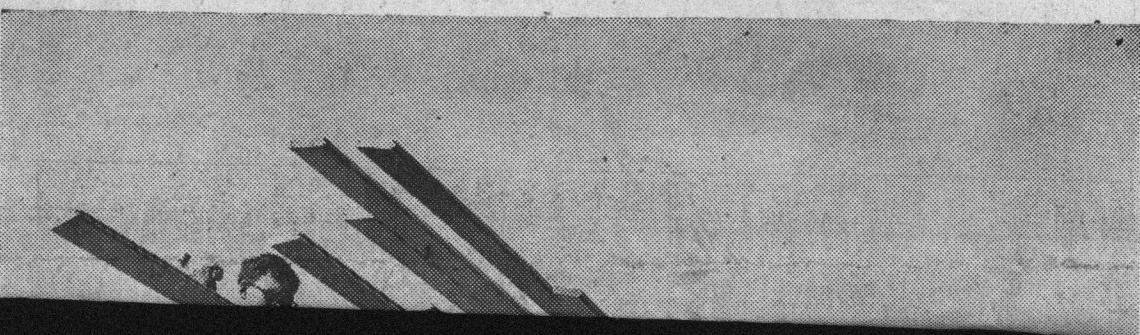
# Speed Work On Los Gatos Highway Relocation



This panoramic view on the huge highway fill on the Los Gatos highway relocation project was taken by Sentinel-News Photographer Ed Webber, standing on the south side of the hill at the spot where the new highway will cross Linden gulch. In the center of the picture bulldozers are moving dirt from the new highway route into the fill. The ledge running across the center of the picture is where the 1000-foot culvert will bring water from the watershed on the left of the highway to the dam site.

At the far right a section of the present highway is visible. The fill will be about 100 feet high where the roadbed crosses the gulch. There will be water stored on each side of the road.

## Putting The Forms Together On Big Culvert



## Million Yards Of Dirt Needed For Big Fill On New Highway Route

By Gordon Sinclair

Construction crews of the Guy F. Atkinson company of San Francisco are working night and day to speed work on the "million yards of dirt" fill project on the south end of the Los Gatos highway relocation job.

Two shifts a day are at work in order to move hundreds of thousands of yards of dirt into the fill before the winter rains turn the project into a sea of mud.

The state contract gives the construction company 260 "working days" to complete the job, allowing leeway for weather conditions. Thus, it is possible that the work could be finished in May or June, next year.

The relocation project does not affect the present entrance to Los Gatos on Highway 17. The relocation job ends just 1.1 miles south of Los Gatos just about at the spot where the concrete causeway ends. The new highway

of the highway. The culvert will rest along a granite ledge.

Carpenters are building the forms for the culvert at the present time near the construction hut. When the forms are finished they will be cut into sections and moved to the fill area.

Crews are also pouring concrete already on numerous culverts to drain water from the small canyons along the new highway route.

As yet no work has been done other than brush clearing and survey work on the north end of the relocation route. This work will be done later after the fill project is completed.

The Atkinson company submitted low bid of \$1,392,744 for the project. This figure includes building and surfacing the 1.75 miles of new highway. The contract was considerably lower than the \$2,475,000 fund appropriated by the legislature three years earlier.

The roadbed will be 75 feet wide

including four lanes, each 12 feet wide, two-foot inner borders, a six-foot dividing strip and eight-foot shoulders.

The road will run just to the west and about 100 feet higher than the present highway along the canyon. The present roadbed will be covered by water in several sections including near the present highway dividing strip at the Alma road turnoff.

At the furthestmost spot the new highway will be about a quarter of a mile west of the present route.

E. V. McClure is project manager for the Guy F. Atkinson company with R. D. Alexander construction superintendent. Herbert Hart is resident engineer for the state department of highways.

Laboratory tests have proven the insulation of three inches of wood to be greater than 12 inches of common brick or 20 inches of concrete.

## Junior Traffic Patrol Members To See Cal Games

Members of the junior traffic patrol will again witness two major football games during this season as part of their recreational program, Director Charles R. Derby announced today.

The youngsters who protect the safety of their schoolmates at crossings near their respective schools before and after school hours, will be taken to the California-Oregon game on October 21, and the California-St. Mary's game on October 28.

Both games are to be played in Berkeley.

BUY U. S. SAVINGS BONDS

## Donald H. Yee Enlists In Navy

Donald H. Yee, 18, son of Mr. and Mrs. Dan Y. Yee, 6010 Los Gatos highway, has enlisted in the navy for four years' service, Recruiter Gus F. Wahlberg announced today.

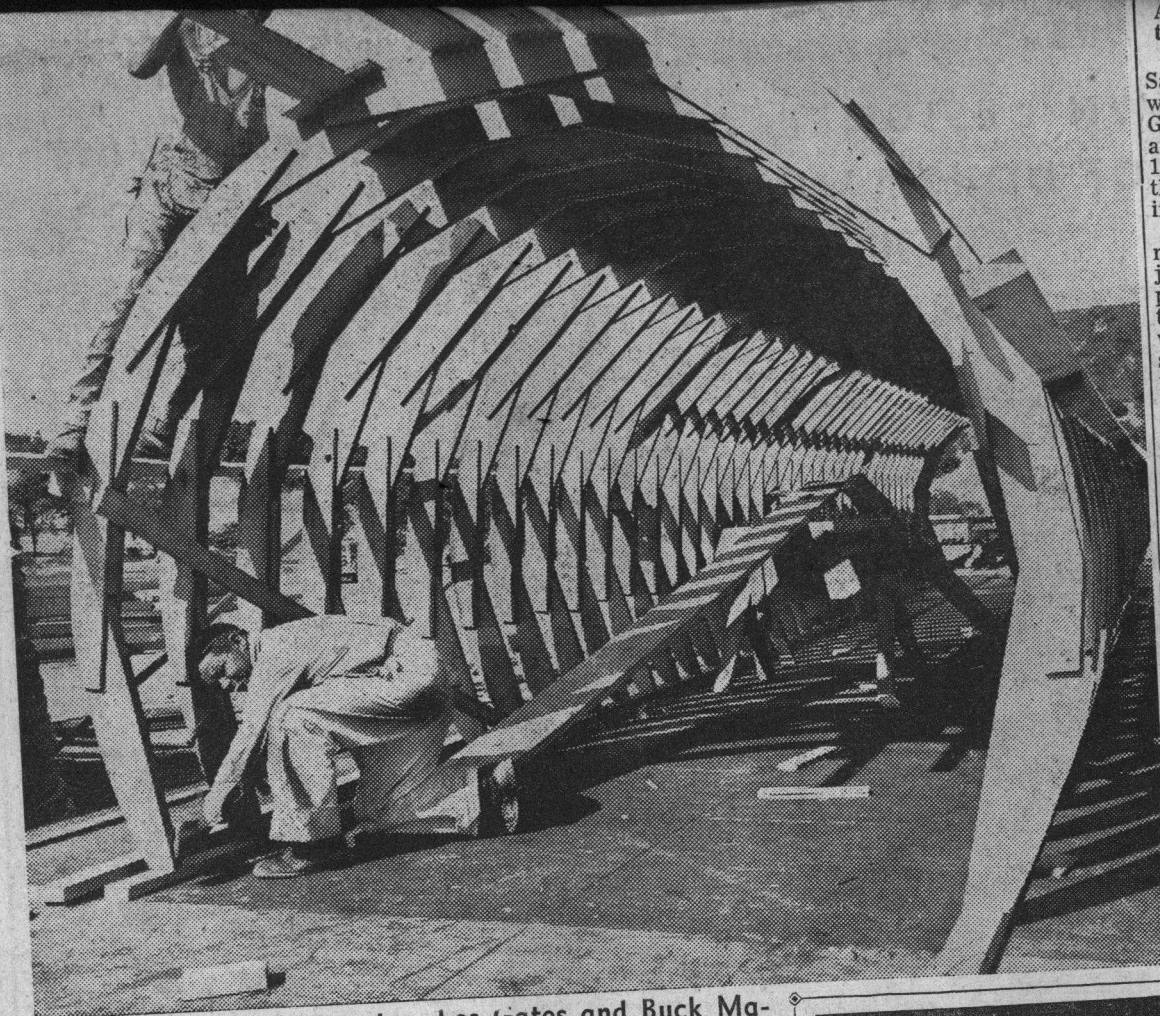
Yee will receive his recruit training at San Diego before being assigned to one of the navy schools. He is a graduate of Santa Clara high school. His parents operate the Tea Cup restaurant here.

Luffa gourds are made sponges by soaking the dried gourds in water, then removing the seeds, then pressing and re-drying it.

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Carpenters Tom Barton, top, Los Gatos and Buck Machado of Santa Cruz, work assembling the wooden forms for the 1000-foot culvert in the big fill on the new highway project. The culvert will be 124 inches high.

## New Gains In

The National Geographic society says Koreans wear white much of the time because white is their

Alma fill near the Alma college turnout.

While it had been hoped by many Santa Cruzans that the project would include a bypass of Los Gatos, the work was established by an act of the state legislature in 1947 and calls only for relocating the state highway around the Lexington dam site.

(Later the state highway department allocated \$125,000 to the project, but again this money, was only put in to improve the highway plans to modernize the road including wider shoulders and a dividing strip in conjunction with 1950 highway work.)

At the present time the construction crews are primarily at work on the million-yard fill which is the biggest problem of the 1.75 mile stretch of roadbed.

The fill will provide a 100-foot high roadbed for the highway through Linden gulch, a part of the Lexington dam watershed.

(Pictured above is the fill as bulldozers bring carry-alls filled with dirt into the area. At the present time the fill is more than 1000 feet long and 500 feet wide. It will take 1,000,000 yards of dirt to complete the job.)

Dirt for the fill is being brought from the mountain cuts north toward Los Gatos. Bulldozers are moving the dirt from the cuts into the fill area. It will be one of the largest highway fills in the state, according to Construction Superintendent R. D. Alexander.

In the fill will be a 1000-foot, 124-inch high culvert to carry water between the watersheds at both sides

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