

Russian Gulch Bridge on Mendocino Coast Highway Officially Dedicated

THE BRIDGE across Russian Gulch, located about nine miles south of Fort Bragg on the "Shoreline Highway" in Mendocino County, was officially dedicated June 9th when Governor Olson and party visited that section. The bridge is expected to be completed about July 10th.

This structure is 526 feet-9 inches long and consists of a reinforced concrete open spandrel arch with 240 foot span with reinforced concrete girder approach spans. The roadway width is 26 feet. In addition to the bridge construction, 2800 feet of approaches were constructed and paved to a minimum roadway width of 24 feet.

The new bridge replaces an old timber trestle which was located about 500 feet further upstream. The old structure was built by Mendocino County about thirty years ago. The old structure was designed to support a 6-horse team, but since that time increased loads have made it unsafe for present day requirements.

LOCATED ON NEW ALIGNMENT

The Shoreline Highway was incorporated into the State Highway System in 1933. The road more or less follows the natural ground contours which was the accepted practice at the time the road was built. However, since that time modern traffic requires considerable improvement in alignment and grade.

On a large section of this road studies have been made for a projected alignment which will ultimately provide a highway that will safely and adequately handle its traffic requirements. The new Russian Gulch Bridge is located on this projected alignment. Temporary approaches have been constructed to provide connections from the bridge to the existing road.

PROGRESSIVE IMPROVEMENT PROJECT

In 1936 the State expended \$1600 to make repairs and improvements to the old bridge sufficient to place the structure in a satisfactory condition until such time that it could be re-



PAUL PEEK

placed. Since many of the bridges on this route can not handle legal loads, the primary consideration has been to replace these weak bridges as soon as money becomes available. In replacing these old bridges with structures of a permanent type, careful consideration has been given so that the new structures will be located on ultimate alignment. In the future, the roadway between the bridges will be improved and the whole will provide a continuous highway of uniform design standard.

The bridge and approaches were constructed at a cost of \$109,000 by Contractor R. G. Clifford; George A. Green was Resident Engineer.

COLORFUL FLORAL FESTIVAL

Prior to the dedication ceremonies Governor Olson and his party attended an abalone luncheon at Russian Gulch, provided by the Fort Bragg Mendocino Farm Center, and at 1:30 attended the annual rhodo-

dendron festival. Governor Olson crowned Queen Dethel Quinnet, the ceremony and the royal party making a very colorful affair. After the Queen and her attendants were placed on and about the throne, President A. E. Johnston of the Mendocino Coast Chamber of Commerce introduced the Governor.

In his address Governor Olson extolled the beauties of the Mendocino coast section and dwelled on the necessity of having an adequate defense for the entire Pacific Coast, promising to do everything in his power to see that such adequate defenses were provided. He also stressed the necessity of adequate fire protection for the forests of California, calling attention to the appalling losses through fires and the necessity for more funds to combat this menace.

Following the Governor's address, C. V. Whited of Mendocino, introduced Secretary of State Paul Peek who made a short speech, at the conclusion of which the Governor's party proceeded to the Russian Gulch Bridge where the Secretary of State cut the ribbon and the party proceeded across the structure on their way back to Sacramento.

Cahuenga Freeway Unit Opened

(Continued from page 17)

The volume of traffic using Cahuenga Pass Boulevard is very large. On two Sunday traffic counts taken one year apart during July of 1938 and 1939 traffic passing the intersection of Cahuenga Boulevard and Lankershim Boulevard amounted to from 65,000 to 70,000 cars per day. This marks it as among the most heavily traveled highways or streets in the State. From the performance of the completed section under heavy traffic conditions, we are assured that even this vast number of cars will be able to easily and expeditiously pass over this modern freeway.

Policeman: "You've been speeding!"

Driver: "The brakes won't work, so I wanted to get home before I had an accident."



Russian Gulch Bridge, a graceful spandrel arch structure 526 feet, 9 inches long on the Mendocino Coast highway was dedicated June 9 when Secretary of State Paul Peek cut the ribbon. The old structure was a timber trestle built 30 years ago.

YOUNG BOYD TO GET REWARD

Anson Boyd, son of California's State Architect, is the lucky finder of a Radio-Meteorograph released by a U. S. Naval Station to determine the temperature of the air, moisture of the air, and also the heights in the air through which the instrument passed.

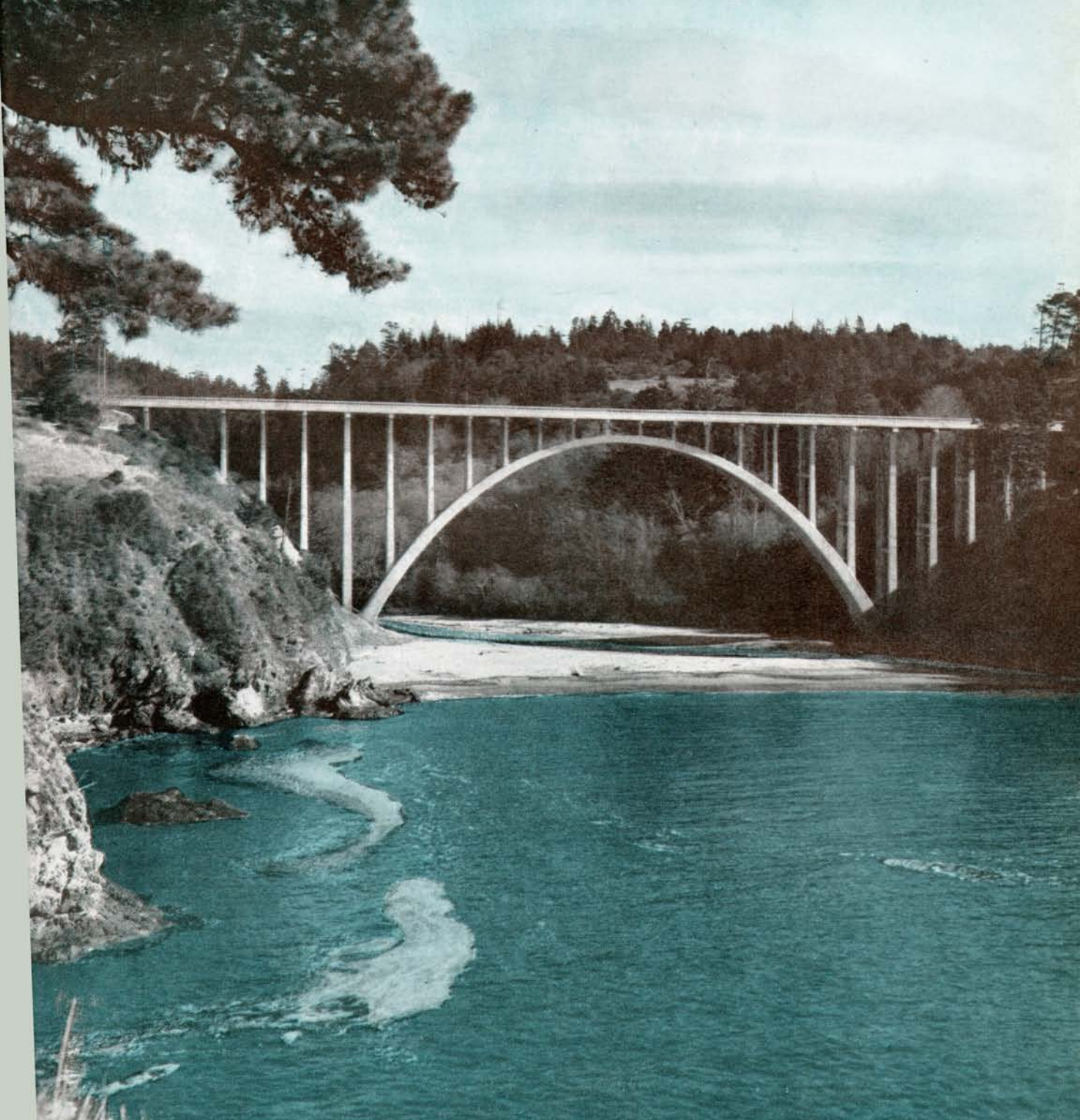
Young Boyd came upon the instrument on the shore of Mission Bay in Pacific Beach. He was embarked upon an early morning fishing expedition when he spied the peculiar looking box with its bright red silk parachute and bursted balloon lying near the water's edge. He will receive a reward.

An Arkansas editor recently showed his genius when he wrote the following item for his paper:

"Miss Mary Blank, a Batesville belle of twenty summers, is visiting her twin brother, William, aged thirty-two."—Cincinnati Enquirer.

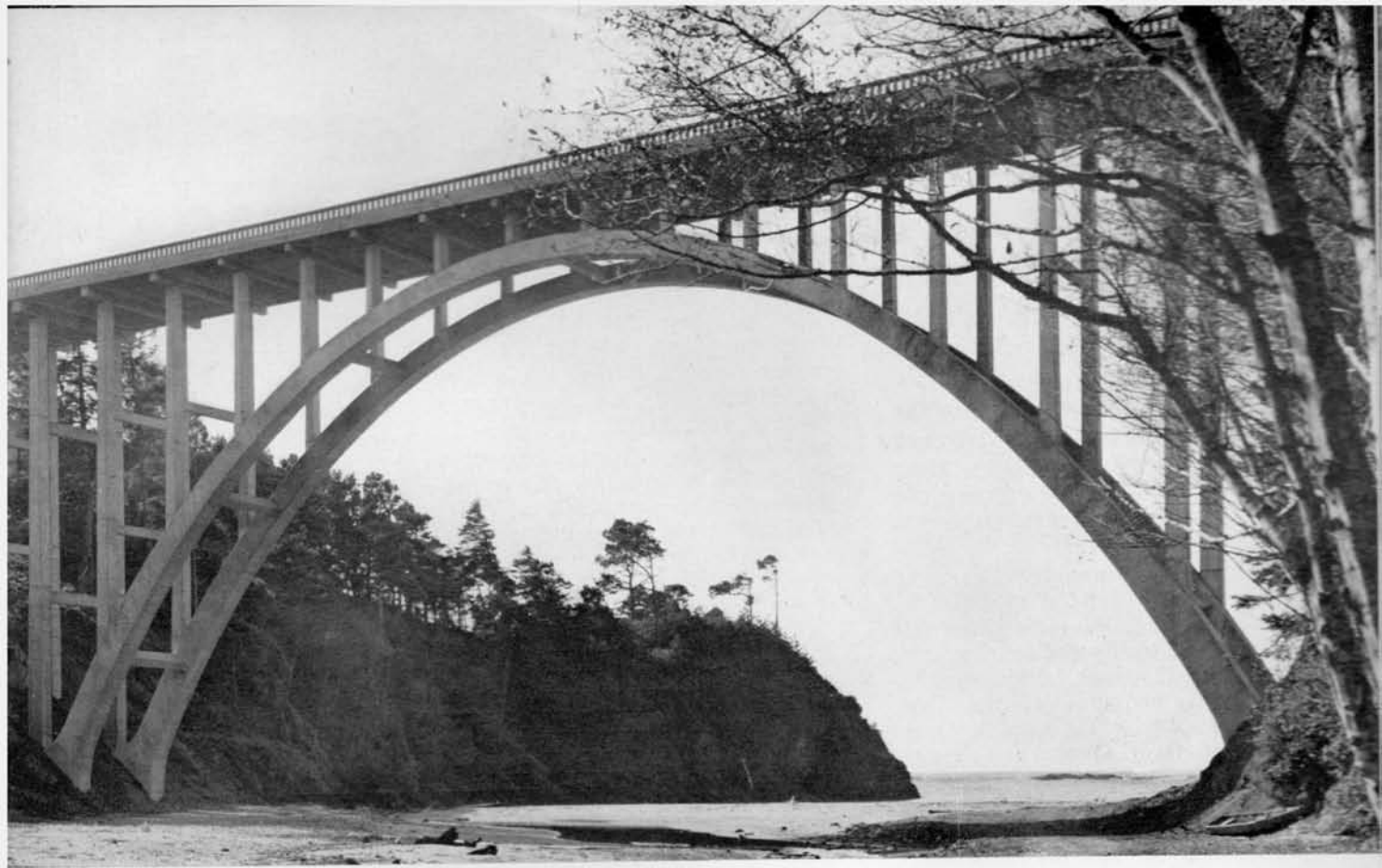
CALIFORNIA

HIGHWAYS AND PUBLIC WORKS



NEW CONCRETE ARCH BRIDGE ACROSS RUSSIAN GULCH ON COAST
HIGHWAY (STATE ROUTE 56) IN MENDOCINO COUNTY
(SEE ARTICLE IN THIS ISSUE)

**DECEMBER
1940**



New bridge over Russian Gulch on Mendocino Coast has a 240-foot arch span.

Russian Gulch Bridge on the Mendocino Coast

THE coast of California is to a large extent extremely rugged, with deep gashes which must be crossed by the highway. Important structures are often required at these points in order to avoid long and winding detours around the head of the ravine or estuary.

The bridge over Russian Gulch on the Mendocino Coast Highway pictured on the cover and on this page is of a type that indicates economy in its construction but through its very simplicity of line harmonizes extremely well with the rugged scenery that frames it.

The 240-foot arch span, by no means the longest in the State, is still long enough to be worthy of note. It can be seen how it lends itself to the need for avoiding damage to footings which if placed in the stream bed always have been subjected to the force of the waves and



Ralph A. Tudor

the drift thrown up by the ocean during winter storms.

This arch bridge is a good example of how beauty can be attained without sacrifice of serviceability and economy.

Bay Bridge Engineer Tudor Goes into Army

Ralph A. Tudor, Principal Bridge Engineer of Maintenance and Operation of the San Francisco-Oakland Bay Bridge, has been given military leave of absence to join the Army on January 1. Mr. Tudor entered the service of the Bridge Department of the State Division of Highways in 1929 and was transferred two years later to the San Francisco-Oakland Bay Bridge Division in direct charge of construction, operation and maintenance.

Mr. Tudor graduated from West Point in 1923 and was in the regular Army serving one year in the Coast Artillery and five years in the Corps of Engineers before he came to California.

His rank in the Army will be Lieutenant-Colonel and he will be stationed at San Luis Obispo as Assistant to the Chief of Staff in Charge of Military Intelligence of the General Staff of the Fortieth Division.

He is a National Guard officer, not a Reserve officer.