

LIEF ERIKSON DRIVE - Hillside Boulevard

When a project was desired upon which a large amount of hand labor could be employed, the Civic Emergency Committee approved the excavation and improvement of Hillside Boulevard, recently named Lief Erikson Drive. Work was commenced on this drive about January 1, 1932 and has continued since that time as one of the major operations of the Civic Emergency Committee with an average of approximately 300 men. Lief Erikson Drive was originally constructed about twenty years ago by the City of Linnton and assessed to the property benefited. The center of the excavated drive was situated 10 feet east of the center line of an 80-foot right of way which follows the contour of the hills very closely for a distance of 12 miles. The road was graded at that time to a width of 18 feet but was left unpaved so that it soon was covered with brush and trees. Numerous slides, washouts and windfalls have made the Drive impassable for several years. Only the south half of this drive or about six miles was embraced in this Civic Emergency improvement program.

The first work undertaken was to reopen the old road by grading it to a width of 20 feet and surfacing it with rock so that it might be traveled. Additional right of way was secured for slopes and in order to flatten the curves as much as possible. When work was suspended about April 1932, on account of lack of funds remaining from the unemployment bond issue, the first anticipated project of

opening this road was practically completed from Thurman Street on the south to Saltzman Road on the north, or approximately six miles.

When work was resumed in July, 1932, provisions were made to widen the road to a 35-foot width where the excavation was in earth gravel or soft rock. Where hard rock was encountered the road was left at a width of 25 feet. At that time it was also decided to surface the entire area with crushed rock and clear both sides of the Drive sufficiently to prevent the standing timber from falling on the roadway. Machinery was also purchased consisting of a caterpillar tractor, air compressor and a portable rock crusher all of which used gasoline for fuel. The cost of the tractor was \$1391.60 and the cost of the crusher and compressor was \$7393.45. The expenditure for this machinery was justified on account of the results obtained. We have been able to crush approximately 100 cubic yards excellent excavation material every six hours. The rock crusher has been used to break up sufficient rock to surface the highway. The air compressor has been of great value to quarrying the rock, preparatory to using explosives. The tractor also has been used to good advantage to pull stumps and occasionally to move large boulders. The total output of the rock crusher on May 20, 1933 was 18,995 cu.yds. of 3 inch rock, and 5,292 cubic yards of 1-1/2 inch rock in a total working time of 941 hours. Most of the work on this project was so far removed from the center of the City that it was necessary to transport the men to and from the job in trucks.

The quantities on construction may be tabulated
as follows:

Excavation all classes	187,722 cu.yds.
Crushed rock	35,000 "

The total cost of \$551,700 may be classified as

follows:

Labor	\$435,000
Foremen & Supervision	50,000
Truck Hire.	51,000
Tools	2,800
Materials	6,300
Engineering	6,600