

The Commission later attended a conference in which automotive matters were discussed by James Cassel, John Logan, W. L. James and Senator Dunne.

The Commission discussed with the Attorney several measures relating to highway matters which he had drawn, and authorized their introduction.

The Commission instructed the Engineer to receive bids on February 3 at Salem for 8 oil heating units, 3 pressure oil distributors and 4 truck loaders.

No further business coming before the Commission, the meeting was adjourned.

R. A. Klein
State Highway Engineer
and Secretary

Wm. Daby
Chairman
H. B. Van Duzer
Commissioner
W. H. Malone
Commissioner

Salem, Oregon, January 24, 1927.

The Commission met in Room 323 Capitol Building at 3:00 P. M. Present were:

Wm. Daby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer

A joint meeting was held with the Committees on Automobiles and Roads and Roads and Highways. The subject of certificates of necessity and convenience for bus and truck lines, motor vehicle legislation pending and other allied subjects were discussed.

The meeting was adjourned at 5:40 P. M.

R. A. Klein
State Highway Engineer
and Secretary

Wm. Daby
Chairman
H. B. Van Duzer
Commissioner
W. H. Malone
Commissioner

JAN 24 1927

Portland, Oregon, January 27, 1927.

The Commission met in Room 530 Multnomah County Court House at 10 o'clock A. M. Present were:

Wm. Daby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

ROOSEVELT COAST HIGHWAY
SEASIDE-JACK HORNER CREEK SECTION - MAINTENANCE MATERIAL

| | |
|------------------------------|-------------|
| Simonsen & Hefty | \$13,410.00 |
| Motor Investment Company | 18,605.00 |
| Newport Construction Company | 23,730.00 |

THE DALLES-CALIFORNIA, OCHOCO AND MCKENZIE HIGHWAYS
REDMOND SECTION - MAINTENANCE MATERIAL

| | |
|--------------|-------------|
| F. G. Redmon | \$11,935.00 |
|--------------|-------------|

THE DALLES-CALIFORNIA HIGHWAY
METOLIUS CUT-OFF SECTION - GRADING

| | |
|---------------------|-------------|
| Wm. Endicott | \$ 3,714.00 |
| Nickerson & Heisler | 4,030.00 |

THE DALLES-CALIFORNIA HIGHWAY
COW CANYON-MADRAS SECTION - MAINTENANCE MATERIALS

| | |
|--------------------------|-------------|
| Harness & Colby | \$24,079.00 |
| F. G. Redmon | 30,710.50 |
| Newport Construction Co. | 31,927.00 |

REDWOOD HIGHWAY
STATE LINE-HAYES HILL SECTION - MAINTENANCE MATERIAL
DEER CREEK-HAYES HILL SECTION - SURFACING

| | |
|--------------------------|-------------|
| Simonsen & Hefty | \$29,293.00 |
| von der Hellen & Pierson | 30,525.00 |
| R. W. Stevenson | 34,855.00 |
| S. S. Schell | 40,920.00 |
| Pyle & Bishop | 41,180.00 |
| Harness & Colby | 43,080.00 |

OREGON-WASHINGTON HIGHWAY
IONE-HEPPNER SECTION - MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| C. T. Habekost | \$18,878.25 |
| March Construction Co. | 18,983.00 |
| Newport Construction Co. | 25,900.00 |

JAN 27 1927

ROOSEVELT COAST HIGHWAY
BRIDGE OVER NORTH SLOUGH

| | |
|-------------------------|-------------|
| J. W. & J. R. Hillstrom | \$ 9,460.00 |
| A. B. Gidley | 11,050.00 |
| Portland Bridge Co. | 11,500.00 |

PACIFIC HIGHWAY
TWO STEEL SPANS NEAR CANYONVILLE

| | |
|----------------------------|-------------|
| O. N. Pierce Company | \$11,450.00 |
| Clackamas Construction Co. | 12,012.50 |
| Catching & McClane | 12,305.00 |
| J. W. & J. R. Hillstrom | 12,650.00 |
| O. M. Olds | 13,075.00 |
| E. R. Metzger | 13,130.00 |
| Union Bridge Co. | 13,922.00 |
| A. B. Gidley | 14,040.00 |
| Portland Bridge Co. | 14,500.00 |
| J. J. Badraun | 14,915.00 |

REDWOOD HIGHWAY
SIX BRIDGES NEAR GRANTS PASS

| | |
|----------------------------|-------------|
| O. N. Pierce Company | \$25,915.00 |
| Clackamas Construction Co. | 26,775.00 |
| J. D. Tobin | 26,855.00 |
| E. R. Metzger | 27,135.00 |
| John Hampshire | 27,918.00 |
| Catching & McClane | 27,947.50 |
| Gardner & Dyer | 28,695.00 |
| Rhyner-Porter Co. | 30,023.50 |
| J. W. & J. R. Hillstrom | 31,635.00 |
| A. B. Gidley | 31,680.00 |
| Orville Reid | 40,954.00 |

LANE COUNTY - COUNTY ROAD
STEEL SUPERSTRUCTURE OVER MCKENZIE RIVER

Furnishing structural steel -

| | |
|---------------------------------|------------|
| Pittsburgh-Des Moines Steel Co. | \$8,167.50 |
| Union Bridge Co. | 8,217.00 |
| Portland Bridge Co. | 8,497.50 |
| Robt. Misner | 11,797.75 |

Furnishing and erecting steel -

| | |
|----------------------------|-------------|
| Robt. Misner | \$12,210.00 |
| Clackamas Construction Co. | 12,375.00 |
| J. W. Sadler Co. | 12,705.00 |
| J. W. & J. R. Hillstrom | 12,870.00 |
| J. J. Badraun | 13,035.00 |
| Portland Bridge Co. | 13,101.00 |
| Union Bridge Co. | 13,398.00 |

JAN 27 1927

2098

Bids for graders were received from the following companies:

(a) Equipped with McCormick-Deering Tractors -

| | |
|------------------------------------|------------------|
| Willamette Equipment Co. | Adams Maintainer |
| " " | Spearswell |
| Galion Iron Works | Galion |
| Western Road Machinery Co. | Russell |
| National Machinery & Equipment Co. | Acme |
| Howard-Cooper Corporation | Patrolmobile |
| " " | Whippet |
| " " | Gilbert |
| Feenaughty Machinery Co. | Austin |
| " " | Aurora |

(b) Equipped with Fordson Tractors -

| | |
|------------------------------------|-----------------------|
| Trackson Full Crawler Co. | Trackson Full Crawler |
| National Machinery & Equipment Co. | Acme |
| Western Road Machinery Co. | Russell |
| Talbot & Casey | Wehr |
| Mitchell Lewis & Staver | Wehr |
| Howard-Cooper Corporation | Patrolmobile |
| " " | Gilbert |
| Valley Motor Co. | Wehr |

C. H. Purcell, J. A. Elliott and H. D. Farmer of the U. S. Bureau of Public Roads, and C. M. Granger and P. H. Dater of the Forest Service were present to discuss the route of the Rainrock-Florence Section of the Willamette Valley-Florence Highway. Mr. Elliott reported on the results of the survey along the Siuslaw River as contrasted with the North Fork Route. The proposed route along the river lies between the railroad and the river bank and has very light curvature and practically a water level grade, as compared with a large amount of curvature and rise and fall over the summit into the North Fork drainage on the North Fork Route. The distance on the river route is 19.5 miles as compared with 20 miles on the alternate, a saving of one-half mile. The right of way on the river route is the more expensive, but the cost of maintenance may be expected to be somewhat cheaper on the river route. There are some improved sections on each location. The river route encroaches on the railroad right of way for a total distance of 28,000 lineal feet, and in very many cases where the railroad embankment slopes run into the river it will be necessary to excavate a new roadbed for the railroad and locate the highway on the present railroad grade. If arrangements can be made with the railroad company for the changes and revisions in their line as planned, it is estimated that the river route can be built for approximately the same cost as the North Fork route; i. e. approximately \$900,000. Reference was made to the possibility of a route on the south side of the river crossing above Mapleton, but that was declared impractical. Mr. C. M. Granger stated that either route would be satisfactory to the Forest Service.

The Secretary was not present at the afternoon session.

JAN 27 1927

Mr. C. M. Warren, Chairman, Ira Witherow and John Boyer, Commissioners, and W. T. Vinton, attorney for the Salmon River-Grande Ronde Highway Improvement District, reported that the Supreme Court held that the improvement district was regularly created under the law and that they were anxious to sell their bonds and have construction begin. The Commission advised them to request the legislature to amend the existing law so as to bring it within the requirements of recent court decisions and that as soon as the law was amended to advertise for bids on the bonds according to the provisions of the law.

Mr. Harvey G. Starkweather of Milwaukie and Messrs. Norton and Weatherly of Portland presented again the request that the State Highway Commission designate a state highway route into Portland from Oregon City on the East Side. Matter taken under consideration.

A large delegation of residents of Eugene and Florence appeared in the interest of the completion of the Willamette Valley-Florence Highway. Mr. E. J. Adams as spokesman referred to the early history of this road and stated that while in the past there had been differences between the local people as to choice of routes, they were now all united on the necessity for the road and would leave the selection of the route to the Commission. Judge Barnard reported that their special tax previously voted had been declared illegal and consequently they had no funds to cooperate with the Government. He presented a statement showing the amounts previously contributed by Lane County on the Willamette Valley-Florence Highway and urged that the state take up the \$25,000 share which had been allotted to the county on the \$100,000 forest highway project programmed for 1927 on this highway. After consideration, the Commission voted to relieve the county of this \$25,000 cooperation and take up this amount with state funds.

Bids were received from the following on tractors with loading

hoists:

| | |
|--------------------------|---------------|
| Talbot & Casey | Portland |
| Valley Motor Company | Salem |
| Coquille Motor Company | Marshfield |
| Hanson Motor Company | Woodburn |
| Balsiger Motor Company | Klamath Falls |
| E. C. Simmons | Eugene |
| Perkins Motor Company | La Grande |
| Feenaughty Machinery Co. | Portland |

Judge Beltz and Commissioners Reed and Owens of Tillamook County reported on the progress made in securing right of way for the Roosevelt Highway through Rockaway. They stated that the first route alongside the railroad track is favored by many although there is some sentiment for the back route. The County Court estimates that the cost of the right of way for the front route is \$44,661.00 and the back route \$17,723.00, but the Court favors the front route. However, they have only allowed \$25,000 for right of way in their budget and asked if they could use \$20,000 of the \$75,000 cooperation due the state this year for right of way, agreeing to add the \$20,000 to the cooperation due next year. It developed in the discussion that approximately \$12,000 was needed to purchase the additional

right of way required north of the Sederburg Garage at Owens Avenue in Rockaway to Manhattan, which was included in the total figure. The County Court suggested that this amount could be deducted from the \$44,000 and the property secured next year but the Commission decided it would be preferable to secure all of the right of way at this time and clean it up. Mrs. Lit Hoffman, Mr. and Mrs. Frank Hart and Mrs. Ella S. Gay spoke in favor of the back route. Messrs. C. G. Sutherland and D. J. Soyoc spoke in favor of the front or railroad route. Another route was suggested which contemplated using Main Street as at present located, with the necessary widening and cutting diagonally across the double corners at the Elmore Hotel, but was rejected by both the County Court and the Commission. After consideration, on motion which was carried, the Commission voted to accept the front route through Rockaway as located by the Engineer, which was acceptable to the County Court. Further the Commission were agreeable to the county borrowing as much of the additional \$20,000 as was necessary from the \$75,000 cooperative funds, with the understanding that the amount so loaned would be repaid next year.

At four o'clock the following contracts were awarded:

Seaside-Jack Horner Creek Section of the Roosevelt Coast Highway in Clatsop County, furnishing maintenance materials. On motion which was carried, the contract was awarded to Simonsen & Hefty, the low bidder, at \$13,410.00.

Redmond Section of The Dalles-California Highway in Deschutes County, furnishing maintenance materials. There being only one bid and that in excess of the engineer's estimate, on motion which was carried, the bid was rejected and the project ordered readvertised.

Metolius Cut-Off Section of The Dalles-California Highway in Jefferson County, 1.0 mile of grading. On motion which was carried, the contract was awarded to Wm. Endicott, the low bidder, at \$3,714.00.

Cow Canyon-Madras Section of The Dalles-California Highway, furnishing 11,700 cubic yards of maintenance materials. On motion which was carried, the contract was awarded to Harness & Colby, the low bidder, at \$24,079.00.

California State Line-Hayes Hill Section of the Redwood Highway in Josephine County, surfacing. On motion which was carried, the contract was awarded to Simonsen & Hefty, the low bidder, at \$29,293.00.

Ione-Heppner Section of the Oregon-Washington Highway, furnishing maintenance materials. On motion which was carried, the contract was awarded to C. T. Habekost, the low bidder, at \$18,878.25.

Bridge over North Slough, Roosevelt Coast Highway, Coos County. On motion which was carried, the contract was awarded to J. W. & J. R. Hillstrom, the low bidder, at \$9,460.00.

Two bridges near Canyonville over Canyon Creek, Pacific Highway,

Douglas County. On motion which was carried, the contract was awarded to O. N. Pierce Co., the low bidder, at \$11,450.00.

Six bridges on the Redwood Highway between Selma and Grants Pass in Josephine County. On motion which was carried, the contract was awarded to O. N. Pierce Co., the low bidder, at \$25,915.00.

County bridge over the McKenzie River, called Hayden Bridge, 10 miles east of Eugene. This project was advertised for the Lane County Court, consequently all bids were referred to the Court for disposition.

Homer S. Wall, County Engineer of Sherman County, asked that the Moro-Grass Valley Section of the Sherman Highway be oiled this summer. Matter taken under consideration.

Judge Williams of Harney County asked for improvement of the Central Oregon Highway from Burns west, stating that the county had \$15,000 of cooperative funds available. On the section between Burns and Drewsey, they had \$55,000 in bonds and \$20,000 market road funds available. Matter taken under consideration.

After further discussion, on motion which was carried, the Commission voted to adopt the location of the Willamette Valley-Florence Highway between Florence and Rainrock via the Siuslaw River route through Mapleton and Cushman.

The County Court of Clackamas County having added Market Road No. 15, locally known as the Sandy-Pleasant Home or "Bluff" Road to their market road map, the map, as a whole, was approved and signed by the Commission.

The Commission authorized a survey for straightening and widening between Kamela and Hilgard on the Old Oregon Trail in Union County.

Portland, Oregon, January 28, 1927.

The Commission met at 10 o'clock in Room 530 Multnomah County Court House. Present were:

Wm. Duby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner

Bids were opened and read on the following projects:

ROOSEVELT COAST HIGHWAY
JACK HORNER CREEK-MOHLER SECTION - MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| Simonsen & Hefty | \$17,274.00 |
| Motor Investment Co. | 22,670.00 |
| Newport Construction Co. | 23,440.00 |

COOS BAY-ROSEBURG HIGHWAY
MYSTIC CREEK-WINSTON SECTION - MAINTENANCE MATERIAL

| | |
|---------------|-------------|
| A. S. Wallace | \$21,865.45 |
| S. S. Schell | 25,506.25 |

COLUMBIA RIVER HIGHWAY
DILLON-QUINTON SECTION - MAINTENANCE MATERIAL
SHERMAN HIGHWAY
BIGGS-WASCO SECTION - MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| M. Chandler & Co. | \$19,064.00 |
| Joslin & McAllister | 20,030.55 |
| F. R. Hewett | 20,918.55 |
| F. G. Redmon | 23,767.55 |
| Doggett & Cooper | 27,316.00 |
| Newport Construction Co. | 27,991.65 |
| Harness & Colby | 29,257.00 |

THE DALLES-CALIFORNIA HIGHWAY
MADRAS-OPAL CITY JUNCTION SECTION - MAINTENANCE MATERIAL

No bids received, project to be readvertised.

THE DALLES-CALIFORNIA HIGHWAY
SAND CREEK HILL-WILLIAMSON RIVER SECTION - MAINTENANCE MATERIAL

| | |
|--------------|-------------|
| Dunn & Baker | \$19,480.00 |
|--------------|-------------|

M. Wilson, A. Baunach, Barnes, F. Peterson of Old Grande Ronde asked that the Salmon River Road be located southwest from Midway to connect with the present survey near the Lincoln-Tillamook County Line at Boyer's Place. F. Reusswig of Portland was present as the engineer for the delegation. The Commission replied that the Salmon River Road was not a state highway and the present location from New Grande Ronde west was requested by the Trustees of the District who are paying for the improvement, therefore, any request for a change in route must be made to the Trustees of the District. John Boyer, a trustee who was present, stated that the board would not consider the Midway route unless it could be built by funds outside of the district funds.

W. D. Hoffman, subcontractor on contract No. 824, R. W. Pepin, constructing concrete guard fence in Wasco County, and Henry Olinger, his foreman, discussed their claim against the contractor which Hoffman stated had not been paid. The discussion centered around the rejection of many posts, and Division Engineer Wanzer and Resident Engineers Newland and Fauerso stated various circumstances connected with the manufacture of the posts and various reasons which caused the failure and consequent rejection. The Commission pointed out to Mr. Hoffman that the contract was with R. W. Pepin, and his recourse, if he had any, was against him.

At 11:30 the tabulation of bids was read and the following awards made:

1/29/27
Dillon-Quinton Section of the Columbia River Highway and Biggs-Wasco Section of the Sherman Highway, furnishing maintenance materials. On motion which was carried, the contract was awarded to M. Chandler & Co., the low bidder, at \$19,064.00.

Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway, Douglas County, furnishing maintenance materials. On motion which was carried, the contract was awarded to A. S. Wallace, the low bidder, at \$21,865.45.

Jack Horner Creek-Mohler Section of the Roosevelt Coast Highway, furnishing maintenance material. On motion which was carried, the contract was awarded to Simonsen & Hefty, the low bidder, at \$17,274.00.

Sand Creek Hill-Williamson River Section of The Dalles-California Highway in Klamath County. The bid of Dunn & Baker was rejected on account of being in excess of the engineer's estimate and the engineer was instructed to readvertise the project.

Madras-Opal City Junction Section of The Dalles-California Highway, furnishing maintenance materials. No bids having been received, the project was ordered readvertised.

Mr. J. J. Dann of Greenwood & Dann asked for further consideration of their claims on contract No. 769, grading Cannon Beach Junction-Hamlet Junction Section of the Roosevelt Coast Highway. The Commission requested him to be present at a meeting to be held in Salem February 3.

R. E. Harness and Judge Williams of Harney County were present in regard to settlement on the Weil Hill Market Road. The Commission told them that they would not approve the prices on the Harness & Colby bid.

On account of a call from Salem to appear before the Roads and Highways Committee, the meeting was adjourned with the expressed purpose of finishing up the unfinished business at the next meeting, February 3, 1927.

R. A. Klein
State Highway Engineer
and Secretary

W. J. Kirby
Chairman

H. B. Baudry
Commissioner

W. H. Malone
Commissioner

Salem, Oregon, February 3, 1927.

The meeting was called at 11:00 A. M. in Room 323 Capitol Building. Commissioner Malone only being present, the Secretary was directed to read the bids for equipment. The following bids were opened and read:

Oil heating units or retorts -

| | |
|-------------------------------|-----------------|
| Commercial Iron Works | \$2,980.00 each |
| Willamette Equipment Co. | 2,995.00 " |
| Willamette Iron & Steel Works | 3,550.00 " |

Oil distributors -

| | |
|-------------------------------|-----------------|
| Commercial Iron Works | \$1,750.00 each |
| Willamette Equipment Co. | 1,800.00 " |
| Gilmore Oil Co. | 1,928.40 " |
| Willamette Iron & Steel Works | 2,100.00 " |

Loaders -

| | Complete Unit | Without Tractor | With Tractor |
|---------------------------|---------------|-----------------|--------------|
| Commercial Iron Works | | | \$2,250.00 |
| Willamette Equipment Co. | \$2,425.00 | \$1,500.00 | |
| Trackson Full Crawler Co. | | | 2,958.25 |
| Howard-Cooper Corporation | 2,715.00 | | 3,192.00 |

Bids were referred to the Engineer for tabulation and report later when a quorum was present.

At 3 o'clock the Chairman arrived and the meeting was called to order and the regular order of business resumed.

A request was received from E. A. Coddington for the privilege of leasing a state owned corner at the intersection of the Pacific Highway and Main Street, Jefferson. The property was desired for filling station purposes, but a structure at this point would obstruct the view and consequently the request was rejected.

The Chairman reported that the area at the wye intersection of the Baker-Unity and John Day Highways near Unity could be purchased at a reasonable price. He was authorized to make the purchase.

The Secretary reported that the County Court of Jefferson County had arranged to secure the right of way required for the revision in alinement north of Metolius at a total cost of \$717.82, and asked that the Commission make payment to the property owners direct. The Secretary was instructed to advise the County Court that since this was additional right of way, the state would pay for it. However, it was desired that the county pay the right of way claims direct to be later reimbursed by the

state or given a credit on cooperation due on the Crooked River bridge.

The Engineer reported on bids taken for lubricating oils and greases on December 22, 1926 and recommended the following awards of contract:

Lubricating Oils -

| | | | |
|-------------------------------|-------------|---------|--------------|
| General Petroleum Corporation | 10,000 gal. | Medium | .25 per gal. |
| | | Heavy | .25 " " |
| | | X Heavy | .35 " " |
| Shell Oil Company | 5,000 gal. | Medium | .22 " " |
| | | Heavy | .275 " " |
| | | X Heavy | .35 " " |
| Standard Oil Company | 10,000 gal. | Medium | .305 " " |
| | | Heavy | .435 " " |
| | | X Heavy | .505 " " |

Cup Grease -

| | | | |
|------------------------|-----------|----------|--------------|
| Associated Oil Company | 5,000 lb. | Cycol | .055 per lb. |
| Union Oil Company | 5,000 lb. | Aristo | .0575 " " |
| Standard Oil Company | 5,000 lb. | Zerolene | .065 " " |

Gear Grease -

| | | | |
|------------------------|------------|-----|-----------|
| Shell Oil Company | 5,000 lb. | | .0525 " " |
| Union Oil Company | 10,000 lb. | | .0575 " " |
| Associated Oil Company | 5,000 lb. | | .0625 " " |
| Standard Oil Company | 10,000 lb. | "B" | .0675 " " |

On motion which was carried, the awards of contracts as above were made.

A petition from residents living along the McKenzie River Highway, protesting against the requirement of an eighty foot right of way and changes in alinement from the present road, was received and ordered filed.

The Chairman reported that on account of alternate freezing and thawing weather, it was desirable to limit total loads on state highways in the vicinity of Baker to 10,000 pounds. He offered the following resolution and moved its adoption:

WHEREAS, the Old Oregon Trail and the Baker-Unity Highway have been designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways; and

WHEREAS, the above-named state highways and each and all of the same are, in the judgment of the State Highway Commission,

being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum total weight of load and vehicle which shall be permitted upon any of said roads shall be reduced from 20,000 pounds to 10,000 pounds; and

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Old Oregon Trail between Haines and Pleasant Valley, and upon the Baker-Unity Highway between the city of Baker and Stices Gulch, both in Baker County, shall not exceed 10,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Baker County and that a

certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

The claim of August Stange for damages caused by collision between his automobile and a state truck with snow plow on the Old Oregon Trail near Kamela was referred to the Chairman for further investigation.

The Engineer reported that the paving on Oak Street in Hood River had been completed and recommended that the Columbia River Highway be routed west on Oak from Front Street to the intersection with Cascade Avenue between 14th and 15th Streets, thus eliminating two right angle turns. Routing approved by the Commission and the Engineer was authorized to erect signs on the new route.

The Commission executed an agreement with the Southern Pacific Company covering encroachments and elimination of grade crossings on the Roosevelt Highway in Tillamook County.

The Commission approved the following additions to the market road map of Hood River County: Market Road No. 6, extending west and south from the west city limits of Hood River to a junction with Market Road No. 3 near Rockford; Market Road No. 9, a connection between Market Roads Nos. 4 and 8 at Tucker's Bridge.

The Commission approved the following withdrawals from the market road map of Douglas County: Market Road No. 14, Round Prairie bridge, a short improvement near the station of Carney on the railroad. The bridge has been built and no further work is contemplated. Market Road No. 56 is directly across the Umpqua River from Roseburg and was built to eliminate a proposed bridge. This road will be maintained by the city of Roseburg.

The Commission executed a contract with the Portland Gas & Coke Company for its requirements of Gasco for the year 1927.

The Secretary reported that bids for map plates had been received as follows f. o. b. Salem:

| | |
|---------------------------------------|----------|
| Beaver Engraving Co., Portland | \$304.77 |
| Hicks-Chatten Engraving Co., Portland | 304.77 |
| Portland Engraving Co., Portland | 303.98 |
| Smith-Brooks Printing Co., Denver | 170.75 |

On motion which was carried, the contract was awarded to the Smith-Brooks Printing Company at \$170.75.

Commissioner Van Duzer arrived at 5:30 P. M.

Bids for equipment were considered.

On the bids for five tractors with hoists, on motion which was carried, the contract was awarded to the low bidders, Talbot & Casey, Portland, for five Fordson tractors with Allison hoists at \$1,432.19 each, Salem delivery, or \$15.00 less for Portland delivery.

On the bids for fifteen motorized one-man graders, on motion which was carried, the bids of the Willamette Equipment Company on "Spearswell" and the Western Road Machinery Company on "Russell" were held for further consideration and all other checks were ordered returned.

On the bids for road oilers and heating units or retorts, the Equipment Engineer was instructed to check over the plans of the Commercial Iron Works, Portland, to see if they were satisfactory and confer with them.

On the bids for loaders, the Equipment Engineer desired more time to look over the various specifications accompanying the proposals.

Messrs. A. C. Greenwood and J. J. Dann, accompanied by Karl Lively, agent for the surety on the bond, presented their claim for increased compensation on the grading of the Camron Beach Junction-Hamlet Junction Section of the Roosevelt Coast Highway in Clatsop County. Matter taken under consideration.

The minutes of the meeting of December 22, 1926 were approved.

The Commission authorized the following projects, bids to be received at the next meeting, March 3 and 4, 1927.

Roosevelt Coast Highway -

| | |
|-----------------------------------|--------------------------------|
| Myers Creek-Chetco River Section | 28 miles surfacing |
| Lewis and Clark Bridge Approaches | .27 mile paving |
| Hebo-Neskowin | 15 miles maintenance materials |
| Siletz Bay-Otter Rock | 12 miles surfacing |

The Dalles-California Highway -

| | |
|----------------------------------|--------------------------------|
| Redmond Section | 29 miles maintenance materials |
| Sand Creek Hill-Williamson River | 16.2 " " " |
| Madras-Opal City | 19.8 " " " |

McMinnville-Tillamook Highway -

| | |
|---------------------------|--------------------------------|
| Hebo-Grande Ronde Section | 15 miles maintenance materials |
| Grande Ronde-Sheridan | 20 " " " |

Old Oregon Trail -

| | |
|-----------------|--------------------------------|
| La Grande-Baker | 42 miles maintenance materials |
|-----------------|--------------------------------|

Mt. Hood Loop -

| | |
|------------------------------------|--------------------------------|
| Multnomah County Line-Rhododendron | 27 miles maintenance materials |
|------------------------------------|--------------------------------|

Albany-Corvallis and Pacific Highways -

Barlow-Harrisburg

Paving omitted gaps

The request of certain residents of Clatsop County for the acceptance of a sixty foot right of way between Svensen and Astoria instead of an eighty foot right of way was declined.

The following requests for extensions of time were received:

Union Bridge Company, contract No. 869, construction of a bridge over Siletz River, Roosevelt Coast Highway in Lincoln County, requested an extension of time to January 31, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

D. T. Eaton Construction Company, contract No. 877, Wren Overcrossing, Corvallis-Newport Highway, Benton County, requested an extension of time to February 10, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

D. T. Eaton Construction Company, contract No. 878, bridge over Marys River on the Corvallis-Newport Highway in Benton County, requested an extension of time to June 1. The Engineer recommended that the extension be granted without penalty since the bridge is all finished except painting and the contractor has been asked to defer the painting until late in the spring in order to get the benefit of suitable weather conditions. Recommendation approved by the Commission.

R. W. Stevenson, contract No. 874, surfacing Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, requested an extension of time to April 1, 1927. The Engineer recommended that the extension be granted without penalty since only the maintenance materials remain to be produced. Recommendation approved by the Commission.

H. J. Hildeburn, contract No. 880, furnishing maintenance materials between Baker and Ontario on the Old Oregon Trail, requested an extension of time to March 15, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. J. Montag Company, contract No. 886, bridge over Yachats River on the Roosevelt Coast Highway in Lincoln County, requested an extension of time to January 31, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Stevens & Doty, contract No. 893, furnishing maintenance materials on the McMinnville-Tillamook Highway in Tillamook County, requested an extension of time to June 15, 1927. The Engineer recommended that the extension be granted provided that the contractor pay the rock checker's

salary from the specified completion date to the actual date of completion.

J. J. Badraun, contract No. 896, construction of a bridge over the Miami River on the Roosevelt Coast Highway in Tillamook County, requested an extension of time to February 28, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Stephens & Bolderston, contract No. 905, construction of a bridge over the North Fork of the Alsea River in Benton County, requested an extension of time to March 1, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Lindstrom & Feigenson, contract No. 907, construction of a bridge over the John Day River on the Columbia River Highway between Sherman and Gilliam Counties, requested an extension of time to March 31, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Lee Hollenbeck and J. O. Griffiths, contract No. 923, grading the Bend East Section of the Central Oregon Highway, requested an extension of time to April 30, 1927. The Engineer reported that weather conditions during November and December were such that they could not complete their work on time, therefore, he recommended that an extension be granted without penalty. Recommendation approved by the Commission.

Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, the Laws of Oregon, 1917, and by the provisions of Chapter 395, General Laws of Oregon, 1921, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission is authorized and directed to lay out, locate and designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly those portions of the Columbia River highway and the John Day highway in Gilliam county, it has been found necessary, and the said state highway commission has and does hereby determine and declare that it will be and is necessary and advantageous to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the parcel of land hereinafter described for the purpose of procuring therefrom materials for use in the construction, improvement and maintenance of said highway system, and

WHEREAS, there is found upon and under the parcel of land hereinafter described, gravel, rock and boulders and other mineral deposits and formations suitable for road construction,

road improvement, road betterment and road maintenance, and

WHEREAS, it is the judgment and decision of the state highway commission that the said parcel of land should be acquired by the state for the purposes herein stated, which said parcel of land is described as follows, to wit:

Beginning at the SE corner of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 28, T. 3 N., R. 21 E. W. M., thence West 222.0 feet to the right-of-way line of the John Day highway, thence following said right-of-way line N. 51°07' W. 247.5 feet, thence N. 47°32' W. a distance of 395.7 feet, thence S. 78°47' E. a distance of 722.3 feet to the east line of said section 28, thence on section line S 0°20' W a distance of 282.0 feet to the place of beginning, containing 3.44 acres, all in Gilliam county, Oregon

and

WHEREAS, it appears that the said parcel of land is owned and in the possession of Josephine Huff, Lucille Huff, Elsie Huff and Earl G. Huff, and Josephine Huff as executrix of the estate of Granville R. Huff, deceased, and

WHEREAS, it is in the judgment of the highway commission necessary that title to the said parcel of land be procured by the state of Oregon for the purposes herein set forth,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do and it does hereby by this resolution, declare the acquisition of said parcel of land to be necessary for the purposes herein set forth, and particularly for the maintenance of a portion of the state highway system, and

BE IT RESOLVED, that an effort be made to agree with the owners of said tracts of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event no satisfactory agreement can be reached then it is hereby further resolved that the Attorney General for the state of Oregon and J. M. Devers, attorney for the State Highway Commission and Assistant Attorney-General, be and they are hereby requested to negotiate with the said parties for the acquisition of said parcels of land, and in the event they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suits or actions as shall be necessary and appropriate to acquire title to said premises and all rights therein for the purposes herein set forth.

The motion was duly seconded and carried.

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No further business coming before the Commission, the meeting was adjourned.

R. A. Klein
State Highway Engineer
and Secretary

Wm. Doby
Chairman

H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, March 3, 1927.

The Commission met in Room 520 Multnomah County Court House at 10 A. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

OLD OREGON TRAIL
LA GRANDE-BAKER SECTION - FURNISHING MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| H. J. Hildeburn | \$42,641.00 |
| H. E. Cornell | 45,384.50 |
| March Construction Co. | 57,444.50 |
| Newport Construction Co. | 61,337.15 |
| Thos. J. Redmon | 67,790.00 |

MT. HOOD HIGHWAY
MULTNOMAH COUNTY LINE-BEAVER CREEK SECTION
FURNISHING MAINTENANCE MATERIAL

| | |
|-------------------------|-------------|
| Peterson & Scott | \$26,110.00 |
| S. Simonsen | 26,200.00 |
| United Contracting Co. | 32,000.00 |
| H. M. Johnson | 32,065.00 |
| City Motor Trucking Co. | 34,225.00 |

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2/2/27

ROOSEVELT COAST HIGHWAY
LEWIS AND CLARK RIVER BRIDGE APPROACHES - PAVING

| | Concrete | Bituminous |
|------------------------|------------|------------|
| John Slotte & Co. | \$8,231.00 | |
| Rohaut & Gearhart | 8,403.00 | |
| United Contracting Co. | | \$8,624.00 |
| Ostrom & Mart | 8,889.00 | 8,917.00 |
| G. T. McClean | 9,114.00 | |
| H. Makela & Son | 9,132.00 | |
| Trullinger & Mattson | 9,965.00 | |

THE DALLES-CALIFORNIA HIGHWAY
SAND CREEK HILL-WILLIAMSON RIVER SECTION
FURNISHING MAINTENANCE MATERIAL

| | |
|-------------------------------|-------------|
| W. D. Miller Construction Co. | \$18,325.00 |
|-------------------------------|-------------|

COLUMBIA RIVER HIGHWAY
JOHN DAY RIVER BRIDGE APPROACHES - EMBANKMENT

| | |
|-----------------|-------------|
| O. S. Bergh | \$ 1,680.00 |
| W. N. Nickerson | 2,380.00 |
| Logan Bros. | 2,450.00 |

ROOSEVELT COAST AND MCMINNVILLE-TILLAMOOK HIGHWAYS
NESKOWIN-HEBO-GRANDE RONDE SECTION
FURNISHING MAINTENANCE MATERIAL

| | |
|------------------------|-------------|
| R. W. Stevenson | \$61,009.00 |
| A. Guthrie & Co., Inc. | 72,876.80 |
| F. G. Redmon | 81,073.00 |
| Motor Investment Co. | 88,471.80 |
| Newport & Johnson | 89,630.40 |

THE DALLES-CALIFORNIA AND COLUMBIA RIVER HIGHWAYS
THE DALLES-DILLON-DUFUR-SECTION
FURNISHING MAINTENANCE MATERIAL

| | |
|-------------------|-------------|
| M. Chandler & Co. | \$13,250.00 |
| P. B. Doherty | 19,968.00 |

ALSEA HIGHWAY
BRIDGE OVER ROCK CREEK NEAR ALSEA

| | |
|----------------------------|-------------|
| Clackamas Construction Co. | \$ 7,190.00 |
| D. T. Eaton | 7,955.00 |
| Rhyner-Porter Co. | 8,284.00 |
| O. M. Olds | 9,115.00 |
| H. C. Malott | 9,430.00 |
| John A. Kellogg | 10,130.00 |

Archie McGowan of Burns, representing the Central Oregon Highway Association, requested that the Central Oregon Highway between Bend and Burns be constructed on the so called desert type standard. Reference was made by Mr. McGowan to Senate Concurrent Resolution No. 5 which requests the State Highway Commission to construct this road. The Engineer reported that the total distance between Bend and Burns by the present road was approximately 133 miles of which 11.4 miles from Bend to Horse Ridge and 14.5 miles from Burns to Sage Hen Hill had been improved, the remaining 107 miles being unimproved. The Commission ordered the completion of the survey between Bend and Burns and the Engineer reported that this could be commenced about April 1st.

Mr. McGowan reported that the Harney County Court had \$15,000 to cooperate on the surfacing of the unsurfaced section of the Central Oregon Highway from Burns west to Sage Hen Hill. The Engineer was instructed to make a report on this project. Mr. McGowan also reported that \$70,000 of county bond money was available for cooperation on the highway between Burns and Drewsey.

Judge Sawyer of Deschutes County brought up the matter of the acquisition of Lots 1 and 2 Section 5 T. 14 S. R. 13 E. W. M., adjoining the present holdings of state property at Peter Skene Ogden Park and also the acquirement of water rights. The Engineer reported that he had been in conference with the State Engineer as to the proper method to secure this land which was government land segregated under the Carey Act and that the matter had been taken up with the General Land Office as to the proper procedure. As to water rights, the engineer reported that Lot No. 1 contained thirteen and Lot No. 2 six irrigable acres and that the water rights from the Central Oregon Irrigation District would cost \$558.53. Further that the annual charge would be about \$2.00 per irrigable acre. The Commission authorized the Engineer to purchase the water rights and secure the land for the benefit of the state when the procedure for acquiring the land had been worked out.

Judge Sawyer asked the Commission to proceed with the surfacing of the 1 1/2 mile Pilot Butte Section of the Central Oregon Highway. Matter held over for report from the Engineer.

Judge Sawyer requested oiling for the Bend-Sisters Section.

Judge Sawyer expressed his preference for the Dalles-California Highway connection to the Crater National Park via the Sand Creek entrance. Matter held for further conference with representatives of the Forest Service, Bureau of Public Roads and National Park Service.

J. H. Ralston, F. E. Callister and Dr. J. H. Robnett of Albany expressed their satisfaction with the survey of the Santiam Highway between Lebanon and Sheas Hill thus far completed.

Judge Wallace of Prineville, Commissioners Cole and Wright of Wheeler County, C. H. Miller of Redmond and James Stewart of Salem appeared in the interest of the Mitchell-Dayville Section of the Ochoco

Highway. The Wheeler County representatives pledged \$15,000 in cooperation. The Commission stated that they were favorable to the project but advised that sufficient funds were not available, whereupon the delegation strongly urged the issuance of bonds to pay for this work. Commissioner Van Duzer stated for the Commission that he hoped that by next year the work could be started.

Messrs. A. A. Muck and T. W. Munyon, members of a committee from the Falls City Community Club, stated that the boundaries of the proposed Falls City-Valsetz Improvement District had been revised to eliminate the objections previously found and they desired another hearing on the new boundaries. The Commission agreed to hold another hearing and to set the date later.

W. C. Tyson and _____ McCormick asked that as soon as the snow equipment was released on The Dalles-California Highway that the Commission authorize its use to clear the road between The Dalles-California Highway and East Lake at the expense of the applicants. Matter taken under consideration.

At 4 o'clock the tabulation of bids was read and the following awards were made:

Multnomah County Line-Beaver Creek Section of the Mt. Hood Highway in Clackamas County, furnishing maintenance materials. On motion which was carried, the contract was awarded to Peterson & Scott, the low bidders, at \$26,110.00.

Lewis and Clark Bridge Approaches, Columbia River Highway, Clatsop County, paving. On motion which was carried, the contract was awarded to John Slotte & Co., the low bidders, at \$8,231.00 for concrete pavement.

Sand Creek Hill-Williamson River Section of The Dalles-California Highway, Klamath County, furnishing maintenance materials. On motion which was carried, the contract was awarded to the W. D. Miller Construction Company at \$18,325.00.

Embankment approaches to the John Day River Bridge, Columbia River Highway, Sherman County. On motion which was carried, the contract was awarded to O. S. Bergh, the low bidder, at \$1,680.00.

Neskowin-Hebo-Grande Ronde Section of the Roosevelt Coast and McMinville-Tillamook Highways, Tillamook County, furnishing maintenance material. On motion which was carried, the contract was awarded to R. W. Stevenson, the low bidder, at \$61,009.00.

The Dalles-Dillon-Dufur Section of the Columbia River Highway and The Dalles-California Highway in Wasco County, furnishing maintenance materials. On motion which was carried, the contract was awarded to M. Chandler & Co., the low bidders, at \$13,250.00.

Bridge over Rock Creek on the Alsea Highway in Benton County.

On motion which was carried, the contract was awarded to the Clackamas Construction Company, the low bidder, at \$7,190.00.

La Grande-Baker Section of the Old Oregon Trail in Union and Baker Counties, furnishing maintenance materials. On motion which was carried, the contract was awarded to H. J. Hildeburn, the low bidder, at \$42,641.00.

The Bridge Engineer presented plans for the concession and rest room building at Emigrant Park on the Old Oregon Trail at the summit of the Blue Mountains. On motion of Commissioner Van Duzer, the Engineer was instructed to advertise for bids on this structure at the next meeting.

The Engineer was instructed to prepare plans and receive bids on a comfort station at Viento Park.

The Engineer was instructed to construct a small building for a caretaker at Lava River Park on The Dalles-California Highway. Also to secure a caretaker for the summer months. The Commission further instructed that a sign be placed at the entrance to the Caves calling attention to the fact that all persons entered the caves at their own risk.

Petitions were received from Pine Grove Grange and the Hood River Chamber of Commerce requesting paving between Hood River and Parkdale, claiming that this was understood when the county cooperative bonds were voted. The Secretary was instructed to reply disclaiming any knowledge of such an agreement and advising that funds were not available for considering paving at this time.

A letter was received from the Associated General Contractors asking for consideration of their written requests for the inclusion of an arbitration clause in highway contracts and other matters. The Secretary was instructed to advise them of the time and place for the next meeting and invite their Committee to be there and present the matters in which they were interested.

The Commission approved the appointment of Ralph Harris as County Engineer of Morrow County as requested by the County Court.

A petition was received from residents of Hebo requesting the construction of a sidewalk on the bridge across Three Rivers west of Hebo. After consideration, the Commission authorized this betterment to be done with state forces.

The claim of Wm. Haberman of Selma for partial cost of the construction of a dam across Deer Creek on the Redwood Highway was considered. The original dam of brush construction failed during high water in 1924 and directed the course of the stream against the end pier of the bridge, causing scouring around the pier. To prevent further damage, state employees dynamited the dam and diverted the main current through the main span. Haberman reconstructed the dam with concrete footings and flashboards at a total cost of \$367.25. After considerable correspondence and

negotiations, he agreed to accept \$250.00 as full and complete settlement which was approved by the Commission.

Portland, Oregon, March 4, 1927.

The meeting was called to order at 10 A. M. with all Commissioners present and participating.

Bids were opened on the following projects:

PACIFIC AND ALBANY-CORVALLIS HIGHWAYS
PAVING GAPS

Pyle & Bishop \$31,653.75

MT. HOOD HIGHWAY
BEAVER CREEK-RHODODENDRON SECTION - FURNISHING MAINTENANCE MATERIAL

Newport Construction Co. \$49,200.00

ROOSEVELT COAST HIGHWAY
PISTOL RIVER-CHESTCO RIVER SECTION - SLIDE REMOVAL

Washburn & Hall \$42,230.00
Englehart Paving & Construction Co. 44,340.00
Pyle & Bishop 58,225.00

THE DALLES-CALIFORNIA HIGHWAY
MADRAS-OPAL CITY JUNCTION AND METOLIUS CUT-OFF SECTIONS
FURNISHING MAINTENANCE MATERIAL AND 1.0 MILE SURFACING

Harness & Colby \$30,365.00
March Construction Co. 33,295.00

ROOSEVELT COAST HIGHWAY
SILETZ BAY-OTTER ROCK SECTION - SURFACING

Greenwood & Dann \$103,391.00
Carl Nyberg 111,516.00
Simonsen & Hefty 130,310.00

McMINNVILLE-TILLAMOOK HIGHWAY
GRANDE RONDE-SHERIDAN SECTION-FURNISHING MAINTENANCE MATERIALS

| | Broken Stone | Crushed Gravel |
|--------------------------|--------------|----------------|
| Motor Investment Co. | \$58,787.20 | |
| Clanfield & Allan | 59,996.00 | |
| J. C. Compton | 62,859.00 | |
| Harold Blake | | \$65,870.00 |
| A. Guthrie & Co., Inc. | 66,498.00 | |
| Carl Nyberg | 68,131.50 | |
| Newport & Johnson | 72,455.00 | |
| Dayton Sand & Gravel Co. | | 84,901.20 |

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Mr. Wm. T. Casey of the Commercial Iron Works, Portland, who bid on retorts on the February 3 meeting, stated that he had been down to California and had looked over several retorts and was now prepared to revise his original plans to make an acceptable piece of equipment which would do the work. He stated that he would accept an award of contract for six at the same unit prices as eight; that is, \$2,980.00 each. On motion which was carried, a contract for six oil heaters or retorts was awarded to the Commercial Iron Works of Portland at their bid of \$2,980.00 each. Mr. Casey stated that he was not prepared to furnish the road oilers.

After consideration, the contract for three road oilers at \$1,750.00 each and four loaders at \$2,425.00 each was awarded to the Willamette Equipment Company.

Judge Barnard and Commissioner Hurd of Lane County appeared in the interest of the Willamette River bridge at Springfield. The matter of right of way on the west approach was discussed at some length, as to whether it would be desirable to purchase the entire Kingwell property or only a right of way. The closing of the Second Street railroad grade crossing in Springfield and the probability of securing railroad cooperation on the bridge structure was discussed further. The county representatives stated that they had only \$75,000 and wished to give that to the state as their total contribution and have the state secure the necessary right of way and build the bridge. The matter was taken under consideration pending a conference with the railroad company to see what they would contribute.

E. C. Apperson, W. T. Vinton and Ira Witherow asked that a beginning be made on the paving of the McMinnville-Tillamook Highway from Sheridan toward Grande Ronde. The Commission told the delegation that they were sympathetic but that no funds were available at the present time.

Judge Beltz, Commissioners Reed and Owens and W. S. Coates, County Engineer of Tillamook County, reported that the right of way for the Rockaway-Garibaldi Section had all been secured and asked the Commission to let the contract for this 4.3 miles of grading at once. The Commission explained the present shortage of funds.

The Tillamook delegation discussed the replacement of the Trask River bridge south of Tillamook. The Engineer presented a map showing alternate routes between the south city limits and a point two miles south involving a change for this bridge site and line changes in the present traveled road, which eliminated a large amount of curvature and shortened the distance. Inasmuch as a large amount of new right of way was involved, the County Court were given a copy of the map to study over the whole situation further.

At 12 o'clock the tabulation of the bids was read and the following awards were made:

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Paving gaps in the Pacific and Albany-Corvallis Highways. Only one bid having been received, which was in excess of the engineer's estimate, on motion which was carried, all bids were rejected and the project ordered readvertised.

Beaver Creek-Rhododendron Section of the Mt. Hood Highway in Clackamas County, furnishing maintenance materials. On motion which was carried, this bid was referred to the engineer with authority to act.

Pistol River-Chetco River Section of the Roosevelt Coast Highway in Curry County. On motion which was carried, this contract was awarded to Washburn & Hall, the low bidders, at \$42,230.00.

Redmond Section of The Dalles-California, McKenzie and Ochoco Highways, furnishing maintenance material. No bids having been received, the engineer was instructed to do the work with state forces.

Madras-Opal City Junction and Metolius Cut-Off Section of The Dalles-California Highway, furnishing maintenance material and one mile of surfacing. On motion which was carried, all bids were rejected, being in excess of the engineer's estimate.

Siletz Bay-Otter Rock Section of the Roosevelt Coast Highway in Lincoln County, surfacing. On motion which was carried, the contract was awarded to Greenwood & Dann, the low bidders, at \$103,391.00.

Grande Ronde-Sheridan Section of the McMinnville-Tillamook Highway in Polk and Yamhill Counties, furnishing maintenance materials. On motion which was carried, the contract was awarded to the low bidders, the Motor Investment Company, at \$58,787.20.

A delegation from Wilsonville, consisting of D. L. Seeley, H. D. Aden and F. Wiederman, asked that the Commission consider an alternate route for the Pacific Highway through Wilsonville before funds are expended in widening the Pacific Highway south of Oregon City. The route advocated extends north from Aurora, crosses the Willamette River at Wilsonville, thence north on the Boones Ferry Road to Portland. They claimed a saving of several miles of distance. The Engineer was asked to report at the next meeting with special reference to inclusion of market roads on this route.

The Chairman reported that the Umatilla County Court had requested that they be relieved of cooperation on the surfacing of the Vinson-Morrow County Line Section of the Oregon-Washington Highway and be permitted to apply these funds on the Lazinka Ranch South Section of the Pendleton-John Day Highway. After consideration it was agreed to relieve the Umatilla County Court from the agreed cooperation on the surfacing of the Vinson-Morrow County Line Section, amounting to about \$6,500.00, on condition that they expend this amount together with the sum of \$63,669.03 previously agreed upon on the grading of the Lazinka Ranch South Section of the Pendleton-John Day Highway. (Reference is made to action of Commission on November 30, 1926 whereby Umatilla County was relieved of indebtedness of this amount on previous cooperative agreements provided it should be

expended on Lazinka Ranch South project.) The Commission agreed that if they did the work with their own forces it would be satisfactory, provided that the work be done according to state highway standards under the direction of the state highway department engineers.

The awards of contracts for furnishing motorized graders were considered. E. S. Marnon of Talbot & Casey urged the Commission to take Fordson tractors and Wehr graders, the lowest bids received. J. Risley of Howard-Cooper Corporation urged that their bid showed the lowest price for McCormick-Deering tractors if purchased separately; i. e., \$1,328.50 each. He was asked if this price included lights and heavy rear wheels as specified and his answer was affirmative. E. L. Kropp of Western Road Machinery Co. was asked what allowance would be made for tractors if the Russell graders were purchased separately. He replied that his company did not wish to sell the graders without the tractors, due to the fact that other axles, wheels, steering mechanism and other minor parts were used instead of the regular tractor equipment. Therefore, they could allow only \$915.00 credit for the tractor. F. A. Kingston of the Willamette Equipment Co., bidding on Spearswell, was asked what would be the price of this grader without the tractor and he stated \$834.44. After consideration, the Commission approved the purchase of 15 McCormick-Deering tractors from the Howard-Cooper Corporation at \$1,328.50 each, 13 Spearswell graders at \$834.44 each, 11 to be equipped for McCormick-Deering tractors and 2 for Fordson tractors, and 2 Spearswell graders equipped for 2 ton Holt tractors at \$934.30 each from the Willamette Equipment Co. The Commission further authorized the purchase of 2 Fordson tractors and 2 two ton Holt tractors.

C. H. Purcell, District Engineer, U. S. Bureau of Public Roads, stated that the Wheeler County Court had advised that they had \$15,000 of market road money which was available for expenditure on the Heppner-Spray road beginning at Spray if forest cooperation could be secured. This project had not been included in the previous program but the Commission agreed that the first money available from any savings which could be made on the other projects should be applied to match Wheeler County on this project.

The Engineer reported that on account of alternate freezing and thawing weather, it was desirable to limit total loads on parts of state highways in Wasco and Sherman Counties to 10,000 pounds. Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, the The Dalles-California and the Sherman Highways have been designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways; and

WHEREAS, the above named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of

the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum total weight of load and vehicle which shall be permitted upon any of said roads shall be reduced from 20,000 pounds to 10,000 pounds; and

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the The Dalles-California Highway between Maupin and the junction with the Sherman Highway, and upon the Sherman Highway between Kent and the junction with the The Dalles-California Highway in Wasco and Sherman Counties, shall not exceed 10,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerks of Wasco and Sherman Counties and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

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The Engineer reported that on account of alternate freezing and thawing weather, it was desirable to limit total loads on the Old Oregon Trail between Pendleton and La Grande to 6,500 pounds. Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, the Old Oregon Trail between Pendleton and La Grande has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, the above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum total weight of load and vehicle which shall be permitted upon any of said roads shall be reduced from 20,000 pounds to 6,500 pounds; and

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Old Oregon Trail between Pendleton and La Grande in Umatilla and Union Counties, shall not exceed 6,500 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

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AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerks of Umatilla and Union Counties and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

The next meeting was set for March 29, 1927.

The Engineer was authorized to advertise the following projects for bids to be received at the next meeting:

Rockaway-Garibaldi Section of Roosevelt Coast Highway, Tillamook County, grading 4.37 miles;
 Holmes Gap Section of West Side Pacific Highway, Polk County, grading, surfacing and bridge, 0.5 mile;
 Rogue River Section of Pacific Highway, Jackson County, embankment approaches to Rogue River bridge at Gold Hill;
 Fishers Point Section of Roosevelt Coast Highway in Tillamook County, riprap railroad embankment;
 Myers Creek-Chetco River Section of Roosevelt Coast Highway in Curry County, surfacing 28.6 miles;
 Medford-Prospect Section of Crater Lake Highway in Jackson County, resurfacing and maintenance materials 40 miles;
 Hood River-Forest Boundary Section of Mt. Hood Loop Highway in Hood River County, resurfacing and maintenance materials, 15 miles;
 Island City-Minam Section of Wallowa Lake Highway in Union and Wallowa Counties, resurfacing and maintenance materials;
 Ferry boat for use on the Rogue River between Gold Beach and Wedderburn.

The Commission approved the minutes of the meetings of January 18, 24, 27 and 28 and February 3, 1927.

The Secretary reported that an agreement had been worked out by the Harney County Court and Harness & Colby, contractors on the Well Hill Market Road, whereby the contractors agreed to reduce their bid from \$3.75 per cubic yard for crushed rock to \$3.00 per cubic yard. This arrangement was approved by the Commission.

D. T. Eaton Construction Co., contract No. 877, Wren Overcrossing,

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requested an extension of time to March 10, 1927. The Engineer reported that the contractor had been delayed in beginning work by the railroad company and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

No further business coming before the Commission, the meeting was adjourned.

Wm. Doby
 Chairman
R. A. Klein
 State Highway Engineer
 and Secretary
H. B. Van Duzer
 Commissioner
W. H. Malone
 Commissioner

Portland, Oregon, March 29, 1927.

The Commission met in Room 404 Multnomah County Court House at 10 A. M. Present were:

Wm. Doby, Chairman
 H. B. Van Duzer, Commissioner
 W. H. Malone, Commissioner
 Roy A. Klein, State Highway Engineer and Secretary

Bids were received on the following projects:

ALBANY-CORVALLIS AND PACIFIC HIGHWAYS
 PAVING GAPS

| | |
|-----------------------------|-------------|
| W. W. Head Construction Co. | \$24,974.50 |
| Oregon Contract Co. | 27,615.50 |
| S. Simonsen | 29,907.00 |
| Guy F. Pyle | 31,019.75 |

ROOSEVELT COAST HIGHWAY
 MYERS CREEK-CHETCO RIVER SECTION - SURFACING

| | North Unit | South Unit | Both Units |
|-------------------------|-------------|--------------|--------------|
| J. W. & J. R. Hillstrom | \$48,672.50 | | |
| Simonsen & Hefty | | \$158,310.00 | |
| John Hampshire | 48,952.50 | 158,673.50 | \$207,626.00 |
| R. W. Shaffer | 55,645.00 | | |
| Carl Nyberg | 63,615.00 | 157,355.00 | 216,970.00* |
| H. M. Johnson | 86,136.00 | 213,752.00 | 299,888.00* |

*Bid based on award of both units only.

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MT. HOOD HIGHWAY
PARKDALE SECTION - FURNISHING MAINTENANCE MATERIAL

| | |
|------------------|-------------|
| Doggett & Cooper | \$28,865.00 |
| A. Simonsen | 30,750.00 |
| Dan Barone | 38,550.00 |
| P. B. Doherty | 39,883.00 |

PACIFIC HIGHWAY
APPROACHES TO ROGUE RIVER BRIDGE AT GOLD HILL - GRADING

| | |
|-------------------------------|-------------|
| C. F. Rhodes | \$13,501.00 |
| Guy F. Pyle | 14,937.00 |
| G. I. Stebbins | 17,266.40 |
| John Hampshire | 17,418.00 |
| Earl L. McNutt | 17,438.00 |
| von der Hellen & Pierson | 17,482.00 |
| H. M. Johnson | 18,706.10 |
| Pacific Livery & Transfer Co. | 24,871.00 |

CRATER LAKE HIGHWAY
MEDFORD-PROSPECT SECTION
RESURFACING AND FURNISHING MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| John Hampshire | \$62,543.85 |
| C. L. Camp | 66,670.00 |
| Allan & Glanfield | 67,022.25 |
| von der Hellen & Pierson | 69,570.75 |
| F. G. Redmon | 71,737.00 |
| Dunn & Baker | 80,688.50 |
| H. M. Johnson | 91,192.85 |

SALMON RIVER-GRANDE RONDE ROAD
TILLAMOOK COUNTY LINE-GRANDE RONDE SECTION - GRADING

| | |
|----------------------|-------------|
| O. D. Wolfe | \$80,448.20 |
| Moon Bros. | 85,654.50 |
| Wren & Greenough | 86,668.00 |
| Baker & Scharschmidt | 92,629.50 |
| Joplin & Eldon | 93,446.00 |
| Myers & Goulter | 97,429.00 |
| Cummins & Trent | 95,715.60 |
| John Hampshire | 97,825.00 |
| Earl L. McNutt | 107,222.00 |

WEST SIDE PACIFIC HIGHWAY
HOLMES GAP SECTION - GRADING AND SURFACING

| | |
|----------------|------------|
| Earl L. McNutt | \$5,987.50 |
| S. Simonsen | 9,755.00 |

ROOSEVELT COAST HIGHWAY
ROCKAWAY-GARIBALDI SECTION - GRADING

| | |
|----------------------|--------------|
| Guy F. Atkinson | \$134,492.50 |
| A. Guthrie & Co. | 136,590.00 |
| Crick & Kuney | 141,823.00 |
| O. D. Wolfe | 142,669.60 |
| Moon Bros. | 154,478.00 |
| H. M. Johnson | 160,604.50 |
| Wren & Greenough | 162,916.00 |
| Joplin & Eldon | 164,127.00 |
| Hauser Bros. | 167,800.00 |
| Baker & Scharschmidt | 168,303.50 |
| John Hampshire | 169,682.00 |
| P. L. Crooks & Co. | 175,530.00 |
| Myers & Goulter | 179,586.50 |
| John Slotte & Co. | 207,422.50 |

LA GRANDE-WALLOWA LAKE HIGHWAY
LA GRANDE-MINAM SECTION
RESURFACING AND FURNISHING MAINTENANCE MATERIAL

| | |
|---------------------------|-------------|
| Joslin & McAllister | \$65,460.00 |
| Security Construction Co. | 70,945.00 |
| Harness & Colby | 70,967.50 |
| H. E. Cornell | 91,047.50 |
| C. A. Robinson | 92,458.75 |

ROOSEVELT COAST HIGHWAY
FERRY BOAT FOR ROGUE RIVER AT GOLD BEACH

| | Type of Engine | |
|----------------------------------|---------------------|-------------|
| St. Helens Ship Company | Washington Estep | \$18,250.00 |
| | Fairbanks Morse | 19,700.00 |
| Ericksen & Klepp | Washington Estep | 21,890.00 |
| | Fairbanks Morse | 22,216.00 |
| Chilman Shipyards & Engine Works | Union Diesel Engine | 21,949.00 |
| | Fairbanks Morse | 22,958.00 |
| Kruse & Banks* | Atlas Imperial | 24,350.00 |
| | Western Enterprise | 25,047.00 |
| | Washington Estep | 25,292.75 |
| | Fairbanks Morse | 25,415.00 |
| J. W. & J. R. Hillstrom | Atlas Imperial | 23,640.00 |

*Irregular as to date of completion.

OLD OREGON TRAIL
BUILDING AT EMIGRANT SPRINGS PARK

| | |
|-----------------|-------------|
| A. Ritchie | \$21,440.00 |
| Frick & Belvail | 22,500.00 |
| W. C. Kelly | 23,790.00 |

Judge James and Commissioners Dunn and Kent of Lincoln County, together with O. V. Hurt, E. K. Starr and H. Morris of Waldport, Mayor Tobin and _____ Hartley of Newport and D. L. Peterson of Toledo, urged that the grading of the Yaquina Bay-Alsea Bay Section of the Roosevelt Coast Highway be commenced at once. Commissioner Dunn, speaking for the Court, stated that the indebtedness of the county to the state was as follows: Cooperation on the forest section of the Alsea Highway, \$18,000, which is due in 1927; cooperation on the Missouri Bend Section of the Alsea Highway due in 1928, \$10,000; cooperation on the Corvallis-Newport Highway, \$16,000. The \$18,000 which is due on the Alsea Forest Project they have included in their budget and can take care of possibly \$28,000 or \$30,000 this year and the balance in 1928 as taxes are received, so that the entire indebtedness may be cleaned up by the end of 1928. Inasmuch as this money comes from Lincoln County, Commissioner Dunn stated, the delegation would like to see it spent by the Commission in Lincoln County on the Yaquina-Alsea project. The speaker further stated that if the work was not undertaken this year, the Court would have to expend approximately \$10,000 in replanking about 3 miles of the roadway from the south end of the tramway on Yaquina Bay in order to take care of traffic, but if the Commission would begin this project this summer, the Court would add this \$10,000 as cooperation for the project in lieu of planking the present road. Commissioner Van Duzer stated, "It is the policy of the Commission to place this project under contract, beginning at the north end, as soon as funds are in sight." Chairman Duby stated, "Rest assured that at the earliest possible moment we are going to put that project on."

A committee consisting of C. E. Ingalls, Harry Winkley, Dr. Bosworth and L. M. Travers of Corvallis, referred to the direction signs at Junction City at the junction of the two highways. It was the committee's view that an injustice was done to the West Side route in that the signs designated it as the West Side Pacific Highway while the route on the east side of the river was designated Pacific Highway. Reference was made to the law designating the two routes giving each the name Pacific Highway, but designating the West Side route through Dallas and Independence, also through Forest Grove and Hillsboro. The committee suggested that the names Pacific Highway, East Side, and Pacific Highway, West Side, be used. W. E. Wadsworth, President of the Harrisburg Chamber of Commerce, urged that no change be made either in signs or designation. Letters of protest against changing the name of the Pacific Highway to Pacific Highway, East Side, were received from the Chambers of Commerce of Harrisburg, Halsey, Albany, Salem, Woodburn, Hubbard, Aurora and Oregon City. No action taken.

Paul C. Fisher of Oregon City, Chas. E. Beery, J. B. Hicks and H. Longcoy of Milwaukie asked for an examination and survey of the Webster Road as an east side state highway route between Oregon City and Portland, connecting from the Parkplace Bridge to 52nd Street at the Portland south city limits. Maps were submitted which were referred to the Engineer.

C. M. Robinett, Mayor of Vale, asked the state to oil the Old Oregon Trail and the Central Oregon Highway at the expense of the city when the oiling is done on other state highways. The mayor stated that the shaping up and preparation would be done by the city. The Commission approved the request and instructed the Engineer accordingly.

Judge Goddard and Commissioners Short and Dunlap of Klamath County and _____ Dalton, representing the Chamber of Commerce of Klamath Falls, urged the completion of the unfinished units of the Klamath Falls-Lakeview Highway. The delegation was advised that nothing could be done until litigation as to the route between Dairy and Lorenz Mill was settled. Mr. Dalton expressed the idea that this litigation could be settled without court action, and stated that steps would be taken at once to see what could be done. Mr. Dalton asked regarding resurfacing on the Klamath Falls-Merrill Section of the Dalles-California Highway and the Keno West Section of the Ashland-Klamath Falls Highway. He was advised that both of these projects were part of the maintenance program and would be placed under contract as soon as funds were available.

Judge Sawyer of Deschutes County asked the Commission to consider in their program this summer grading the first four miles north of Bend on the revised alignment, having in mind surfacing next fall and winter in order to be ready for oiling next spring. Also, he urged that plans be made for surfacing the Pilot Butte Section of the Central Oregon Highway east of Bend.

Judge Sawyer asked that the snow equipment now at Sand Mountain on the Dalles-California Highway be transferred to the McKenzie Highway as soon as it was no longer needed there. The Engineer was instructed to report on the matter of opening the McKenzie Highway at the next meeting.

Judge Sawyer presented a telegram from Judge Kely of Lake County requesting the location of the highway north of Silver Lake, to which he added his own views that this location should be definitely determined. Since this is a federal aid route, the Secretary was instructed to request Mr. Purcell to be present at the next meeting in order to discuss the matter fully.

Mr. John U. Smith of Newberg, representing the Trask River Road Association, filed a copy of resolutions adopted by the Trask River Road Association at a meeting held at Gaston March 19, 1927, endorsing the proposal to form a highway improvement district consisting of Multnomah, Washington and Tillamook Counties for the purpose of constructing a free road between the Tualatin Valley and Tillamook, the definite route to be chosen by the State Highway Commission. Attached to the resolution, Mr. Smith filed a form of petition providing for the formation of the Portland-

Tillamook Highway Improvement District comprising the counties of Multnomah, Washington and Yamhill, and requested that the Commission approve the boundaries of the proposed district as submitted under the provisions of Chapter 399, Laws of 1921.

Judge M. R. Biggs of Crook County asked the Commission to complete the Bear Creek Section of the Prineville-Lakeview Highway through to the Central Oregon Highway. He stated that it was his view that the standards of the survey should be reduced and some of the cost saved, specific reference being made to increasing the 5% grade to 8% in the canyon and using the so called "desert type" on the flats. The Commission asked for a report from the engineer on this proposal. Judge Biggs asked that the money set aside for the maintenance of the completed 8.6 mile unit of the Bear Creek Section be turned over to the county and they would take care of the maintenance. This proposal being contrary to the Commission's policy, it was rejected. Judge Biggs asked for oiling a portion of the Ochoco Highway east of Prineville. No action taken on this request.

Judge Barnard and Commissioner Hurd of Lane County, E. E. Morrison, Welby Stevens and A. L. Perkins of Springfield appeared in the interest of the Springfield bridge. Judge Barnard said that they had voted \$75,000 in bonds for the bridge and were willing to cooperate fifty-fifty on the construction of the bridge up to a total cost of \$150,000 and fifty-fifty on the cost of right of way up to \$20,000; that is, a total of \$85,000. After some discussion, the Commission, on motion which was carried, agreed to accept as full cooperation from the county and the city of Springfield the sum of \$65,000 and the county was obligated to secure all the right of way required, including the whole of the Kingwell property. If there is any salvage from the Kingwell property, it will accrue to the county.

Mr. W. A. Lovelace, Chairman, Water Committee City Council, W. A. Burdick and R. J. Hubbard of Reedsport, accompanied by Dr. Frederick D. Stricker, State Health Officer, and J. O. Baar, Engineer, of Portland, appeared in the matter of the location of the Winchester Bay-Lakeside unit of the Roosevelt Coast Highway, a part of which is in the watershed of Clear Lake, which is the source of the water supply of the city of Reedsport. Dr. Stricker spoke of the possible contamination and he was requested to look over the project in company with the engineer and report back to the Commission. Mr. Russell Hubbard and Mr. J. O. Baar spoke of the possibility of raising the level of the lake 10 feet or more by means of a dam at the outlet end to increase the storage capacity. This would have the effect of flooding the present roadway which, for a distance of 2500 feet, is about 10 feet above the present high water lake level. After consideration the Commission agreed that if the city of Reedsport finds it necessary to raise the water level of Clear Lake to provide greater storage, that the state will raise the roadway grade at its own expense. Mr. Hubbard asked that the Roosevelt Highway be extended through the city to connect with the Scottsburg-Drain Road. No action taken on this request.

Mr. H. T. Botts appeared for Messrs. A. G. Beals of Tillamook, Oregon, and E. M. Chandler of Olympia, Washington, and made a formal application in behalf of his clients for a franchise to construct and operate a toll road on the Wilson River route in accordance with the provisions of Chapter 288, Laws of 1925. Mr. L. M. Graham, representing the Chamber of Commerce of Forest Grove, asked that consideration be given to the request as soon as possible and urged that a favorable decision be given. Messrs. A. G. Beals, R. B. Miller, M. D. Ackley, S. A. Moulton, Mayor, Ira C. Smith, I. W. White and C. H. Coe of Tillamook and John Thornburgh, O. H. Holmes, George Bauman, J. W. Hughes, W. W. McCready and C. D. Minton of Forest Grove were present and spoke in behalf of the project. Senator Klepper of Portland also spoke, urging that the franchise be granted. The Secretary was instructed to furnish each of the members of the Commission with a transcript of the record pertaining to this matter. The date of April 19th at 2 o'clock P. M. was set as the date for a further hearing and the Secretary was instructed to invite the County Courts of Tillamook and Washington Counties to be present and participate.

At five o'clock the tabulations of the bids received were read and the following awards were made:

Ferry boat for crossing of the Rogue River at Wedderburn. On motion which was carried, the contract for this boat was awarded to the St. Helens Ship Company, St. Helens, Oregon, at \$18,250.00.

Building at Emigrant Springs on Old Oregon Trail at summit of Blue Mountains. On motion which was carried, all bids on this project were rejected and the project ordered readvertised.

Paving gaps on Pacific and Albany-Corvallis Highways. On motion which was carried, this contract was awarded to the W. W. Head Construction Co., the low bidder, at \$24,974.50.

Myers Creek-Chetco River Section, Roosevelt Coast Highway, Curry County, surfacing. On motion which was carried, all bids were rejected and the project ordered readvertised.

Parkdale Section of Mt. Hood Loop Highway in Hood River County, surfacing. On motion which was carried, the contract was awarded to Doggett & Cooper, the low bidder, at \$28,865.00.

Approaches to Rogue River bridge at Gold Hill, Pacific Highway, Jackson County, grading. On motion which was carried, the contract was awarded to C. F. Rhodes, the low bidder, at \$13,501.00.

Medford-Prospect Section of the Crater Lake Highway, Jackson County, surfacing. On motion which was carried, the contract was awarded to John Hampshire, the low bidder at \$62,543.85.

Tillamook County Line-Grande Ronde Section of the Salmon River Road, grading. The Commission announced that the low bid of O. D. Wolfe

at \$80,448.00 is satisfactory, but the project was advertised for the Salmon River Highway Improvement District and that it would be necessary to defer the award of the contract until the necessary funds were deposited in the State Treasury.

Rockaway-Garibaldi Section of the Roosevelt Coast Highway in Tillamook County, grading. On motion which was carried, the contract was awarded to Guy F. Atkinson, the low bidder, at \$134,492.50.

La Grande-Minam Section of the La Grande-Wallowa Lake Highway in Union County, maintenance materials. On motion which was carried, the contract was awarded to Joslin & McAllister, the low bidder, at \$65,460.00.

Holmes Gap Section of the West Side Pacific Highway in Polk County, grading, surfacing and bridges. On motion which was carried, the contract was awarded to Earl L. McNutt, the low bidder at \$5,987.50.

Division Engineers Wanzer and Sawyer, acting under previous instructions, submitted a report to the Commission on the claims for extra compensation made by Greenwood & Dann on contract No. 769, grading the Cannon Beach Junction-Hamlet Junction Section of the Roosevelt Highway. This report recommended a payment of \$16,946.35 as an adjustment on their claims. On motion which was carried, the Commission approved this award. Greenwood & Dann, who were present, stated that they would accept this amount as final and complete payment due on this contract. The final estimate was authorized on this basis.

Mr. Frank Reusswig, Engineer for the Oregon State Motor Association, presented a petition signed by a number of residents of Hood River asking that the new state highway routing via Oak Street be discontinued and the previous routing via Cascade Avenue be resumed. Mr. Reusswig stated that, in his opinion, it would be desirable to keep through travel off of Oak Street and use separate routings for east and west bound travel. He suggested that east bound travel be brought in on Oak Street, turned south at 13th for one block, thence east on State Street to the Hood River bridge. For west bound travel, he suggested State Street west to Second, north on Second to Cascade Avenue, west on Cascade Avenue to intersection with Oak Street. No action taken by the Commission.

Mr. G. B. Herington, Executive Secretary of the Portland Chapter, Associated General Contractors of America, appeared before the Commission and asked that the arbitration clause be included in state highway contracts. He also urged that all instructions from engineers to contractors regarding extra work be made in writing and that payments on estimates be made more promptly. The Engineer stated that the contract provided for written orders and all engineers were instructed to give them. In the matter of quicker payments on estimates, the engineer knew of no way to expedite, as the regular routine had to be followed. The matter of arbitration was held for further consideration.

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A. W. Gentner, attorney for Kuckenberg & Wittman, contractors on the Crooked River bridge, stated that they were about to be sued for extras by the Wallace Equipment Company of Seattle, the subcontractors who furnished the structural steel, because of certain changes in plans. He asked that the Commission help in the defense of the suit. The Bridge Engineer was instructed to furnish the Commission with a statement of facts involved.

T. A. Raffety, in charge of the traffic officers for both the Secretary of State and the State Highway Commission, requested authority to increase his force by eight men, adding four from the Secretary of State and four from the State Highway Commission, making a total force of thirty-four. The Commission authorized this increase, together with authority for the Engineer to purchase the necessary equipment.

Judge Benge and Commissioner Davidson of Morrow County asked the Commission to surface a section of the Heppner-Spray Road from Hardman to a point four miles north toward Heppner. Since this is not a state highway, the request was denied.

Portland, Oregon, March 30, 1927.

The Commission met in Room 209 Imperial Hotel at 10 o'clock A. M. with all members present and participating.

The application of Messrs. Beals and Chandler for a franchise to build the Wilson River Toll Road was discussed at some length, particularly conditions to be incorporated in the franchise, if given, to properly protect the public. The Attorney was instructed to confer with Mr. Loyal Graham and discuss such provisions and submit a tentative draft of a franchise to the Commission before the next meeting.

The Commission approved the minutes of the meetings held on March 3 and 4, 1927.

A telegram was received from Judge Kelty of the County Court of Lake County asking that bids be received for the grading of the Chalk Cliff-Paisley Section of the Prineville-Lakeview Highway, 10 miles in length, at their next meeting. The Commission instructed the Secretary to advise Judge Kelty that on account of shortage of funds the Commission could not undertake it at this time, but that if the county would make the advance and pay the estimates as they became due, later the state would reimburse the county for the state cooperative share or equalize cooperation by taking up the county share on another project on this highway. The previously agreed cooperation of state two-thirds and county one-third was confirmed.

The Commission confirmed the engineer's award of the contract for furnishing maintenance materials on the Beaver Creek-Rhododendron Section of the Mt. Hood Highway to the Newport Construction Co., on their bid of \$49,200.00 received March 4, 1927, less a deduction of \$1,500.00.

MAR 30 1927

On the request of Mrs. Abigail Watt, Secretary of the Falls City Community Club, Mr. A. A. Muck and Mr. T. W. Munyon, residents of Falls City, for a hearing on the revised boundaries of the proposed Falls City-Valsetz Highway Improvement District, the Commission set the date of April 16, 1927 at 2 P. M. for a meeting to be held in Falls City and instructed the Secretary to prepare notices and make the necessary arrangements.

The resignation of Mr. J. A. Currey, a member of the Advisory Committee on Tree Planting, because of ill health, was received and accepted with regret. The Secretary was instructed to thank Mr. Currey in behalf of the Commission for the cooperation he has given in this work.

A protest was received from the Port Orford Chamber of Commerce against granting a permit to W. H. Bennett to lay a sewer along the highway which would be extended to the beach near Battle Rock. Battle Rock is the site selected for the Roosevelt Monument. The Secretary was instructed to advise the Chamber of Commerce that the matter of pollution of the beach should be referred to the State Board of Health which has jurisdiction over these matters, and in the meantime no permit would be issued for the construction of this sewer.

A request was received from the Port Orford Chamber of Commerce that the state acquire a strip of vacant land about one block in width and two blocks deep in the Port Orford townsite extending from the Roosevelt Highway to Battle Rock for park purposes. The estimates of cost submitted are from a minimum of \$4,000 to a maximum of \$7,000. The Commission considered the price excessive and the Secretary was instructed to so advise the Port Orford Chamber of Commerce.

The Engineer reported that Douglas County Court had not secured the right of way through the townsite of Winchester Bay on the Reedsport-Coos Bay Section of the Roosevelt Highway and that the contractors were being delayed. The Engineer was instructed to take the matter up with them again, but if action was not taken promptly, to report back to the Commission for further instructions.

The Engineer reported on the survey for the revised alignment between the Multnomah County Line and Beaverton connecting with the Canyon Road reconstruction in Multnomah County. Inasmuch as improvements are contemplated, it seemed advisable to secure the new right of way at once. After consideration, the location as surveyed was approved and the Engineer was instructed to request Washington County to secure the right of way, to be reimbursed by the state for expenditures on this account.

The Chairman was authorized to proceed to acquire such timber lands bordering the Old Oregon Trail in the Blue Mountains as may be needed to preserve the scenic effects along the road, with special reference to the Indian lands affected where some cutting has been done.

The Commission authorized the purchase of such additional right of way along the Old Oregon Trail between La Grande and Union as is needed

to make tree plantings or build windbreaks to prevent filling up drainage ditches by wind action.

Requests for extensions of time were received from the following:

Kuckenberg & Wittman, contract No. 888, construction of a reinforced concrete bridge across Depoe Bay on the Roosevelt Coast Highway in Lincoln County, requested an extension of time to April 30, 1927. The Engineer recommended that the extension be granted, the matter of penalty for delay to be held pending until the completion of the job. Recommendation approved by the Commission.

D. T. Eaton, contract No. 877, construction of overcrossing of S. P. railroad at Wren on the Corvallis-Newport Highway, Benton County, requested an extension of time to April 20, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

The Commission authorized the advertising of the gravel surfacing of the Rogue River approach embankments on the Pacific Highway at Gold Hill, together with such maintenance materials as are necessary.

The date for the next regular meeting was set for April 19 at 10 o'clock A. M.

No further business coming before the Commission, the meeting was adjourned.

Ray A. Klein
State Highway Engineer
and Secretary

Wm. Luby
Chairman

W. B. Baughman
Commissioner

W. N. Mulvaney
Commissioner

VOLUME XII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1927

T O

MARCH 31, 1928

- - -

OREGON STATE HIGHWAY COMMISSION

WM. DUBY, BAKER, CHAIRMAN (APRIL 1, 1927-JULY 31, 1927)

H. B. VAN DUZER, PORTLAND, (COMMISSIONER (APRIL 1, 1927-AUGUST 20, 1927)
CHAIRMAN (AUGUST 20, 1927-MARCH 31, 1928)

C. E. GATES, MEDFORD, COMMISSIONER (APRIL 1, 1927-MARCH 31, 1928)

ROBERT W. SAWYER, BEND, COMMISSIONER (AUGUST 1, 1927-MARCH 31, 1928)

- - -

ROY A. KLEIN, STATE HIGHWAY ENGINEER AND SECRETARY

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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| 2135 | April 16 | Falls City-Valsetz Highway Improvement District hearing at Falls City. |
| 2139 | April 19 | Proposals opened on following projects: Myers Creek-Chetco River Section, surfacing; Gold Hill Section, surfacing; Chalk Cliff-Paisley Section, grading; Building at Emigrant Springs Park. Lane County. Maintenance uncompleted sections of McKenzie Highway; arrangement with county. |
| 2140 | | Junction of Pacific and McKenzie Highways, county requested increase of degree of curvature. Rainrock-Florence, matter of encroachments on railroad right of way. Hood River. Route through city discussed. Curry County. Agreement covering free easement for right of way for ferry at Rogue River. Minutes of March 29 and 30, 1927 approved. |
| 2141 | | Douglas County. Report of Dr. Stricker re Clear Lake. Klamath County. Bly-Forest Boundary Section, grading requested. Harney County. Survey from Burns-Canyon City Forest Project into Burns requested. Mitchell-Dayville Unit. Early construction endorsed by Baker County Chamber of Commerce. McKenzie Pass. Report on snow conditions by Bureau of Public Roads. Columbia River Highway, timbered tracts owned by Indians; matter of acquiring. Curry County. Proposed park site near Battle Rock; held for further consideration. Next meeting May 24th. Wilson River Road. Hearing on application for franchise for toll road. |
| 2144 | | Application denied. Tabulation of bids read and action taken on following: Myers Creek-Chetco River Section, surfacing; Gold Hill Section, surfacing; |
| 2145 | | Chalk Cliff-Paisley Section, grading; Building at Emigrant Springs Park. Sand Creek connection to Crater Lake Park, conference held. Section 8 cooperative forest funds. Program for balance approved. |
| 2146 | | Nestucca River Route urged as alternate to Wilson River Route. Linn County. Lebanon-Sheas Hill Section requested. Falls City-Valsetz Highway Improvement District, resolution approving boundaries. |
| 2147 | | Resolution re final apportionment of 1927 State Market Road Appropriation. Resolution re payment of first one-half of 1927 State Market Road Appropriation. |

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| 2152 | April 19 | Curry County. Resolution covering condemnation of land owned by Elva Miller Wood and Eva Miller, to be used for procuring road materials. |
| 2154 | | Lincoln County. Resolution covering condemnation of land owned by Sunset Investment Company, to be used for procuring road materials. |
| 2155 | | Wallowa County. Resolution covering condemnation of land owned by James Noregaard and Jeanne Noregaard, to be used for procuring road materials. |
| 2157 | | Curry County. Resolution covering condemnation of land owned by J. W. Walker and Harriett L. Walker, to be used for procuring road materials. |
| 2159 | | Extensions of time: R. W. Stevenson, surfacing Bly Mountain-Beatty Section; Wm. Endicott, grading Metolius Cut-off Section; C. L. Camp, resurfacing Green Springs Mountain Section. |
| 2160 | May 2 | Falls City-Valsetz Highway Improvement District. Rehearing date set. |
| | May 14 | Falls City-Valsetz Highway Improvement District. Rehearing held. |
| 2166 | May 24 | Petition disapproved. Proposals opened on following projects: Miles Bridge-Union County Line Section and Wingville Market Road, grading; |
| 2167 | | Pudding River bridge, Marion County Market Road No. 7; Willamette River bridge at Salem, concrete deck; Willamette River bridge at Newberg, approach fill; Willamette River bridge at Newberg, reconstruction. |
| 2168 | | Douglas County. Right of way through Winchester Bay townsite discussed; change in alinement requested. Curry County. Park site at Battle Rock, price discussed. Harney County. Central Oregon Highway, alternate routes discussed. Sage Hen Hill-Burns Section, surfacing requested; county cooperation offered. |
| 2169 | | Wheeler County. Mitchell-Dayville project requested. Grant County. Beech Creek Forest Project, funds insufficient; discussion with County Court and Bureau of Public Roads. Long Creek-Hamilton Road, designation as forest highway requested. Pendleton-John Day Highway, survey of unconstructed portions requested. |
| 2170 | | Lane County. Sawmill at Triangle Lake, investigation ordered. Willamette Highway, construction urged. McKenzie Highway. Snow removal urged. Deschutes County. Pilot Butte Section, surfacing requested. Linn County. Lebanon-Sheas Hill Section, engineer's report accepted and definite location adopted. Lebanon-Sheas Hill Section, grading, advertisement ordered. |

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| 2171 | May 24 | Corvallis delegation present re names Pacific and West Side Pacific Highways. Tabulation of bids read and action taken on following: Ferry slips at Rogue River; Pudding River Bridge, Marion County Market Road; Willamette River bridge near Newberg, reconstruction; Willamette River bridge, Newberg, approach embankment; Willamette River bridge, Salem, concrete deck; Miles Bridge-Union County Line Section, Wingville Market Road, Baker County. |
| 2172 | | Viento Park, comfort station; Lava Caves Park, caretaker's quarters. Canyon City-Burns Project; agreements returned to Government for correction. Minutes of April 16 and 19, 1927 approved. Wilson River Toll Road Company, hearing before Public Service Commission; attorney to oppose granting certificate. Hugh G. Whipple, appointment as traffic officer. Lane County. Remonstrance against new location of McKenzie Highway at McKenzie bridge received. Pendleton Commercial Club, permission granted to erect sign at junction of Columbia River and John Day Highways. Roosevelt Highway Association, Com. Van Duzer to represent Commission at meeting. California Highway Commission, conference to be held at Medford. |
| 2173 | | Advisory Board on Tree Planting. Judge Carey appointed in place of J. A. Currey, resigned. Klamath County. Klamath Agency-Chiloquin Market Road added to market road system. Multnomah County. Canyon Road revision, Washington County section to be included in contract and paid for by state. Plans and specifications ordered prepared: Garibaldi-Hobsonville Section, surfacing 3.6 miles; Bridges over Euchre Creek and Hunters Creek; Waldport-Tidewater Section, 10 miles resurfacing; Pilot Butte Section, surfacing 1.4 miles; Lebanon-Sheas Hill Section, 17.2 miles grading; Bridge over Deadwood Creek. |
| 2174 | | Clatsop County. Astoria-Svensen Section, resolution accepting aid from Clatsop County in securing additional right of way and approving payment of claim. Stop signs authorized on certain state highways. Extensions of time: Henry C. Boyer, Unity-Hereford Section; H. E. Cornell, Timber Canyon Section; D. T. Eaton, Wren Overcrossing; H. E. Doering, Rocky Creek Bridge; Portland Bridge Company, bridge over South Fork of Nehalem River; |

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| 2174 | May 24 | Lee Hollenbeck and J. O. Griffiths, Pilot Butte Section; H. J. Hildeburn, maintenance materials Ontario, Vale and Nyssa. Clackamas County. Condemnation of parcel of land owned by Z. Fitzgerald to be used in securing road building materials. |
| 2177 | | Sherman County. Condemnation of Fulton property for procuring road building materials and right of way for hauling road. |
| 2180 | | Hood River County. Condemnation of Turner property for right of way for Warren Creek Shoo-fly Section. |
| 2182 | June 23 | Proposals received on following projects: Hayes Hill-Shattuck Corner Section, surfacing and resurfacing; Pilot Butte Section, surfacing; Lebanon-Sheas Hill Section, grading; Garibaldi-Hobsonville Section, surfacing; Bridge over Euchre Creek; Bridge over Hunters Creek; Bridge over Deadwood Creek. Harney County. Buchanan-Vanderveer location discussed. Stinking Water Mountain route for state highway discussed. |
| 2184 | | Burns-Sage Hen Hill project surfacing, county cooperation offered and project approved. Tillamook County. Paving on Moore Cutoff and Beaver-Hebo Sections requested. Location south of Tillamook at Trask River crossing to be discussed at next meeting. Lakeview North Highway location designated. Klamath County. Devil's Garden Section grading requested; basis of cooperation. |
| 2185 | | Marion County. Paving of road in Champoege Park requested. Lane County. Conference with government officials re Rainrock-Florence project. Wheeler County. Hay Creek Section, program letter presented, approved and signed. |
| 2186 | | Mt. Hood Loop widening, \$40,000 government funds diverted from Rainrock-Florence project. East Entrance Crater Lake Park, \$22,000 diverted from Rainrock-Florence project. Lane County. Lowell-Oakridge Section urged; new basis of cooperation. Cheshire-Marpole Schoolhouse Section, construction asked. Douglas County. Gardiner-Forest Boundary Section, 2½ miles requested; cooperative offer accepted. Tabulation of bids read and action taken on following: Pilot Butte Section, surfacing; Hayes Hill-Shattuck Corner Section, surfacing; Lebanon-Sheas Hill Section, grading; Hobsonville-Garibaldi Section, surfacing; Euchre Creek Bridge; Hunters Creek Bridge; Deadwood Creek Bridge. |

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| 2187 | June 23 | Douglas County. Survey through Reedsport requested; cooperation on connection through Reedsport offered by Improvement District. Linn County. Satisfaction expressed with bids on Lebanon-Sheas Hill Section. Marion County. Extension of Niagara-Detroit Forest Highway requested. Minutes of May 14 and May 24 approved. Coos County. Oiling of Roosevelt Highway through Bandon requested. The Dalles-California Highway. Change of name opposed. Coos County. Petition for widening at Bunker Hill; new line to be considered. Roy A. Klein reappointed State Highway Engineer and Secretary. State Highway Engineer authorized to act for Commission in Federal Aid matters with U. S. Bureau of Public Roads. Extensions of time: J. W. Sweeney Construction Co., Unit No. 3 Chetco River-Burnt Hill Section; Triangle Construction Company, Arlington-Shutler Section; W. D. Miller Construction Co., Sand Creek Hill-Williamson River Section; Pacific Construction Co., Pilot Rock-Freewater Section. California Highway Commission. Commissioner Gates reported meeting. Roosevelt Highway Association, report of meeting. Grant County. Survey between John Day town and Beech Creek authorized. Projects ordered advertised: Mohler-Garibaldi Section, surfacing; Low Pass Section, resurfacing; Reedsport-Lakeside Section, surfacing; Waldport Hatchery Section, resurfacing; Soapstone Creek Bridge. Next meeting July 28. Project statements approved and executed: Canemah-Canby Section; Mitchell-Dayville Section; Yaquina-Alsea Section. Indian lands between Hood River and Mosier, purchase authorized. Washington County. Resolution authorizing condemnation of property along Tualatin Valley Highway for right of way. Tillamook County. Reimbursement of county authorized for purchase of additional right of way at Hebo. Washington County. Reimbursement of county authorized for purchase of additional right of way between Forest Grove and Hillsboro. Revised schedule of salaries adopted. |
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| 2193 | July 28 1927 | Proposals received on following projects: Reedsport-Lakeside Section, surfacing; Barlow Pass-North Forest Boundary Section, maintenance materials; |
| 2194 | | Low Pass Summit-Goldson Section, maintenance materials; Waldport-Hatchery Section, maintenance materials; Otis and Grande Ronde Sections, temporary surfacing; Mohler-Garibaldi Section, surfacing; Bridge over Christensen Slough. Tillamook County. Roosevelt Highway location south of Tillamook discussed. |
| 2195 | | New south entrance to Tillamook, plan rejected. Lane County. Plans and specifications for Blue River bridge ordered prepared. Linn County. Commission invited to make trip over Santiam Highway to Fish and Clear Lakes. Malheur County. Central Oregon Highway, location adopted between Burrell Ranch and a point opposite Harper. Crook County. Bear Creek Road, construction requested. Douglas County. Umpqua Highway, bridge at Scottsburg; cooperation offered. |
| 2196 | | Deschutes and Harney Counties. Construction of "desert type" highway between Bend and Burns requested. Lake County. Survey from Lakeview north ordered. Umatilla County. Delegation of Umatilla Indians protesting against selling lands to state. Coos County. Coquille-Bandon and Bandon-Port Orford Sections, oiling requested. |
| 2197 | | Bald Hill Market Road plans approved. Tabulation of bids read and action taken on following: Reedsport-Lakeside Section; Waldport-Hatchery Section; Barlow Pass-North Forest Boundary Section; Otis and Grande Ronde Sections; Low Pass Summit-Goldson Section; Mohler-Garibaldi Section; Bridge over Christensen Slough. |
| 2198 | | Salem. Engineer authorized to prepare plans and specifications and supervise construction of Commercial Street Bridge. Baker County. Baker-Unity Highway, surfacing Unity East; project approved. Deschutes County. Pilot Butte Section surfacing, bid rejected and project deferred. Curry County. Hunters Creek bridge, award of contract confirmed. Minutes of June 23, 1927 approved. Payette bridge replanking; request for cooperation declined. Umatilla County. Undercrossing at east city limits of Pendleton; state to pay difference in cost on account of increased clearance. |

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| 2199 | July 28 1927 | Umatilla County. Wye intersection of Oregon-Washington Highway and Old Oregon Trail; estimate of cost to remove ordered. Junction City, sign erected by Corvallis business men; Attorney instructed to take matter into courts. Umatilla County. Betterments on Old Oregon Trail near Nolin requested. Lake County. Cooperation on surfacing of connections with state highways within city of Lakeview considered. |
| 2200 | | Benton County. Bridge across Mary's River at south city limits of Corvallis, county to make repairs and then be relieved of further maintenance. Klamath County. Attorney instructed to bring suit against S. P. Co. for share of cost of Corral Springs overhead crossing. Benton County. Wren Overcrossing, adjustment of contractor's claim. Harney County. Central Oregon Highway, location across Stinking Water Mountain adopted. |
| 2201 | | Umatilla County. Pilot Rock-Freewater Section, contract abandoned; uncompleted part ordered advertised. Curry County. Title to Miller property south of Euchre Creek clouded; friendly condemnation suit approved. Snow removal equipment; purchase authorized. Lake County. Chalk Cliff-Paisley Section; approval of expenditure of market road funds. Lincoln County. Investigation of sources of rock between Newport and Waldport ordered. Commission ready to let grading contract. Wheeler County. Seven mile unit east of Mitchell; plans and specifications ordered. |
| 2202 | | Deschutes County. Reconstruction north of Bend approved. Jackson County. Prospect-Park Boundary, project for furnishing maintenance materials authorized. Jefferson County. Madras-Terrebonne Section, project for furnishing maintenance materials authorized. Coos County. Haynes Slough Bridge, reconstruction ordered. Extensions of time: Carl T. Habekost, Ione-Heppner Section; C. L. Camp, Gold Hill Section; J. W. Sweeney Construction Co., Unit No. 3 Burnt Hill-Chetco River Section; |
| 2203 | | E. L. Gates, Missouri Bend-Alsea Mountain Section; Schell & Rhodes, Reedsport-Winchester Bay Section; Hauser Brothers, Mohler-Wheeler Section; Joslin & McAllister, Rock Creek-Lostine Section; O. N. Pierce Company, two bridges over Canyon Creek; A. S. Wallace, Mystic Creek-Winston Section; Schell & Rhodes, Gold Hill bridge approaches. Next meeting Tuesday, August 30, 1927. |

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| 2204 | Aug. 20 | H. B. Van Duzer elected Chairman. Roy A. Klein reappointed Secretary. Roy A. Klein reappointed State Highway Engineer. |
| 2205 | Aug. 30 | Proposals received on following projects: Condon-Cottonwood and Condon-Lone Rock Market Roads, resurfacing; Prospect-Park Boundary Section, maintenance materials; Madras-Opal City Section, surfacing and maintenance materials; Pilot Rock-Freewater Section, maintenance materials; Culvert over Allen Creek. |
| 2206 | | Bids on solid rubber tires, casings and tubes received. Klamath County. Pole line permits requested by California-Oregon Power Company and Wood River Power Company. |
| 2207 | | Lane County. West Unit Lowell-Goodman Creek Section, grading project ordered advertised. McKenzie Highway, Blue River bridge ordered advertised. Douglas County. Umpqua Highway Improvement District; report on Drain-Scottsburg survey presented. Bridge at Scottsburg, Commission requested to loan funds. Connection through Reedsport between Roosevelt Highway and Umpqua Road discussed. Coos County. Protest against action of Commission in approving plans and specifications for Market Road No. 1. U. S. G. S. datum; levels on new grading projects to be tied into. Harney County. Central Oregon Highway route adopted. Market road route from Nigger Flat to Vanderveer approved. Buchanan-Nigger Flat and Nigger Flat-Vanderveer Sections, grading ordered advertised. Central Oregon Highway. "Desert type" construction urged. Millican-Hampton Section ordered. Portland-Salem, new highway via Butteville urged. Tabulation of bids read and action taken on following: Condon-Cottonwood and Condon-Lone Rock Market Roads; Prospect-Park Boundary Section; Madras-Opal City Section; Pilot Rock-Freewater Section; Culvert over Allen Creek. |
| 2208 | | Marion County. Detroit-Sisters Road, designation as forest highway requested. Tillamook County. Trask River bridge construction discussed. Josephine County. Caves Road, completion of widening requested. To be continuing project. Washington County. Walker Road, construction as state highway requested. |
| 2209 | | Associated General Contractors; opposed to proposed initiative measure for \$3.00 automobile license fee. Santiam Highway. Commission asked to set date for trip to Clear Lake. |
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| 2210 | August 30 | Advertising signs. Port Orford Chamber of Commerce thanked for stand. Secretary to protest to Shell Oil Company. Attorney to secure data and copies of legislation in other states. Tillamook County. Agreement with S. P. Co. re encroachments and track changes near Wheeler not acceptable. State Highway Engineer and Office Engineer authorized to attend convention at Denver. Junction City. Official signs to be erected; private sign to be removed. Postal Telegraph Company notified to abandon present line and make arrangements for joint use of Knappa-Svensen Electric Co. poles. |
| 2211 | | Umatilla County. Condemnation of property of O. P. Bowman for timber reserve ordered. Minutes of July 28 and August 20, 1927 approved. Curry County. Road to Cape Blanco, state requested to take over and improve. Washington County. Changes in market road system approved. Yamhill County. Market road No. 26 approved. Through highways designated: Stop signs ordered placed. Union County. Widening of Old Oregon Trail between Kamela and La Grande requested. Klamath County. S. P. Co. will pay share of Corral Springs overcrossing. Deschutes County forces and equipment to be hired for grading of Millican-Hampton Section. Hood River County. Barlow Pass-North Forest Boundary Section, contract awarded to H. G. Johnson. Interstate highways Northern California, resolution re completion, notice to Secretary of Agriculture, preference of Governor requested. Curry County. Humbug Mountain suggested as park site. Prineville-Lakeview Highway, location changed to connect with The Dalles-California Highway. Fremont Highway, name adopted. Shaniko-Mitchell Highway eliminated from state highway system. Date for next meeting, September 27, 1927. Projects authorized: Buchanan-Nigger Flat Section, grading; Nigger Flat-Vanderveer Section, grading; West City Limits of Lowell-Goodman Creek Section, grading; Pendleton-Kamela Section, maintenance materials; Mitchell-Keyes Hill Section, grading; Blue River Bridge; Retrofitment on Albany-Corvallis Highway Mt. Hood Highway. White River bridge reconstruction ordered. |
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| 2214 | August 30 | Extensions of time: Kibler & Bartlett, Ironside-Cow Valley Section; Stevens & Doty, Sailing Gravel Pit; Bullis & Company, Alsea Mountain-Philomath Section; J. C. Compton Company, West Unit, Eddyville-Blodgett Section; Triangle Construction Company, Arlington-Shutler Creek Section; Schell & Rhodes, Deer Creek-Hayes Hill Section; O. N. Pierce Company, six bridges on Redwood Highway; Simonsen & Hefty, Jack Horner Creek-Mohler Section; A. S. Wallace, Mystic Creek-Winston Section; W. D. Miller Construction Co., Sand Creek Hill-Williamson River Section; M. Chandler & Company, The Dalles-Dillon-Dufur Section; Washburn & Hall, Pistol River-Chetco River Section; C. Frank Rhodes, Rogue River bridge approaches; St. Helens Ship Company, ferry boat; Lindstrom & Feigenson, concrete deck for Salem bridge; Luther Metke, caretaker's cabin at Lava River Caves; Kelly & Fasan, comfort station at Viento Park. State construction jobs to be marked. Lane County. Low Pass Summit-Goldson Section, contractor defaulted; readvertisement ordered. Umatilla County. Resolution condemning timber land belonging to heirs of Dan P. Smythe. |
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| 2218 | | Clackamas County. Resolution condemning additional right of way through property of W. F. Cash and Lettie B. Cash. |
| 2221 | | Washington County. Reimbursement for right of way procured across property of heirs of Thomas H. Prince on Canyon Road. |
| 2222 | Sept. 27 | Proposals received on following projects: Buchanan-Vanderveer Section, grading; Madras-Opal City Junction and Metolius Cutoff Sections, maintenance materials; West Unit, Lowell-Goodman Creek Section, grading; Pendleton-Kamela Section, maintenance material; Mitchell-Keyes Creek Summit Section, grading; Revetment near Corvallis; Bridge over Soapstone Creek; Bridge over Blue River. |
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| 2224 | | Lane County. Cheshire-Harpole unit, inclusion in 1928 program requested. East Unit, Lowell-Goodman Creek Section, advertisement ordered. Klamath County. Sand Creek forest project maintenance agreement signed by County Court. Litigation over routing of Dairy-Lorenz Mill Section, report. |

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| 2224 | Sept. 27 | Klamath County. Devil's Garden Section, advertisement ordered. Interstate Bridge at Vancouver. Conference to be arranged with State Highway Department of Washington. Columbia County. Nehalem Highway, Commission asked to look over with view of making state highway. |
| 2225 | | Douglas County. Reedsport; Roosevelt Highway extended to junction with Umpqua Highway; District cooperation accepted; plans for improvement ordered prepared. Portland-Clatsop Beach points. Short cut road requested by O. W. Taylor and delegation. Umatilla River bridge named William Duby bridge. Umatilla County. Lazinka Ranch South section being graded by County. Surfacing of Lazinka Ranch-Albee Section to be done by State. Willow Springs, site of Indian battle to be secured by Umatilla County Court. Josephine and Jackson Counties. Survey from Williams to connection with Caves Road requested; proposed as forest highway. Caves Road widening. County cooperative funds to be paid immediately for advance to Government. |
| 2227 | | Tabulation of bids read and action taken on following: Buchanan-Vanderveer Section; Madras-Opal City Junction Section; West Unit, Lowell-Goodman Creek Section; Pendleton-Kamela Section; Mitchell-Keyes Creek Summit Section; Revetment near Corvallis; Soapstone Creek Bridge; Blue River Bridge. Malheur County. John Day Highway, Brogan-Cow Valley surfacing requested. Josephine County. Commission to take over maintenance of Rogue River bridge at Grants Pass. Minutes of August 30, 1927 approved. |
| 2228 | | Umatilla County. Pilot Rock-Freewater Section, maintenance materials. Award confirmed. L. P. Campbell appointed Assistant State Purchasing Agent. Port Orford Chamber of Commerce. Appreciation of Commission for work in preventing erection of advertising signs on Roosevelt Highway. Shell Oil Company signs on Roosevelt Highway, Secretary to follow up matter. Douglas County. Reedsport-Lakeside Section, contract assigned to F. J. Kernan by R. E. Johnson. Lane County. Low Pass Summit Section. Work continued after adjustments with contractor. Commissioner Sawyer reported meeting at Eugene re width of right of way on McKenzie Highway. |

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| 2228 | Sept. 27 | Umatilla County. Timber reserve; purchase of 40 acre tract from S. E. Forshaw approved. |
| 2229 | | Projects ordered advertised: Heppner Junction-Pendleton Section, maintenance materials; Klamath Falls-Keno Section, resurfacing and maintenance materials; Klamath Falls-Merrill Section, resurfacing and maintenance materials; Unity-Hereford Section, surfacing; East Unit, Lowell-Goodman Creek Section, grading; Bly-West Forest Boundary Section, grading; Yamhill River bridge at Valley Junction; Parrott Creek bridge at New Era; Luckiamute River bridge south of Monmouth; Ash Creek Bridge near Monmouth; Roots Creek Bridge, Pacific Highway south of Grants Pass; Rock Creek and Big Noise Creek culverts; Skipanon River bridge near Astoria. Clatsop County. Revision in alinement at Rock Creek and Big Noise Creek, authority given to secure right of way. Next meeting October 25, 1927. Klamath County. Market Road No. 9 extended from west city limits of Klamath Falls easterly across Fremont Bridge to an intersection with Nevada Avenue or Shippington Road. Bridge Engineer authorized to attend meeting of State Highway Officials at Denver. Lava River Caves. Preparation of booklet to be taken up with Mr. Ira A. Williams. Oiling equipment, purchase approved. Lane County. Attorney to assist in case in which right to require log hauling permits is contested. Salem. City to reimburse Commission for expenditures in connection with Commercial Street bridge. Maintenance sheds at Bend, Chemult, Prineville and Government Camp and patrolman's house at Chemult; construction approved. Purchase of tract of land with garage at Hebo approved. Extensions of time: Shell & Rhodes, Reedsport-Winchester Bay Section; C. J. Montag Company, Pistol River Bridge; Washburn & Hall, Hayes Hill-Shattuck Corner Section; Simonsen & Hefty, Jack Horner Creek-Mohler Section; Newport Construction Company, Beaver Creek-Rhododendron Section; Doggett & Cooper, Parkdale Section; C. L. Camp, surfacing approaches to Rogue River bridge at Gold Hill; Frick & Belvail, log house at Emigrant Springs Park. |
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| 2231 | Oct. 19 | Interstate Bridge at Vancouver. Various lines of procedure discussed. |
| 2232 | | Load limit resolution. |
| 2235 | | Interstate bridge at Vancouver. Joint meeting between Washington Highway Committee, Clark County, Multnomah County and Oregon Highway Commission. |
| 2238 | Oct. 25 | Proposals received on following projects: Unity-Hereford Section, surfacing; Arlington-Pendleton Section, maintenance material; Keno-Klamath Falls Section, resurfacing and maintenance material; East Unit, Lowell-Goodman Creek Section, grading; Bridge over Parrott Creek at New Era; Bridge over Yamhill River at Valley Junction; Buildings for storage of equipment, Prineville and Bend. McKenzie Pass. Request that it be kept open this winter. |
| 2240 | | Lane County. Springfield bridge, immediate advertisement requested. Section east of Goodman Creek, advertisement ordered. Rainrock-Florence project, consideration in next year's program requested. McKenzie Highway. Special tax measure to be placed on ballot in 1928. Coos County. Bridge across Coos Bay at Eastside requested. Dike proposed on Haynes and Larson Sloughs. Battle Rock, proposed park site endorsed by Seneca Pouts. Shell Company signs on Roosevelt Highway, removal reported. Curry County. Proposed park site at Battle Rock; purchase and condemnation authorized. Salmon River-Grande Ronde Highway Improvement District; suit re bonds, Attorney to assist in defense. Portland-Salem Road via Champoeg requested. Lincoln County, Newport-Waldport Section requested. Waldport-Yachats Section requested. Park site at Yachats discussed. |
| 2242 | | Contracts not to be let in future until quarry sites and scenic points are secured. Morrow County. Completion of Heppner-Spray Road in forest requested. Washington County. Proposed new location through Beaverton; offer of cooperation on right of way. Coos and Douglas Counties. Claims against subcontractor on Winchester Bay-Lakeside Section; payment to be made by state and charged against contractor. |
| 2243 | | Bulletin signs near state lines, matter to be taken up with Chambers of Commerce and report made. Hood River. Attorney to investigate sign directing traffic over old routing of Columbia River Highway. Deschutes County. The Dalles-California Highway between Bend and Terrebonne designated through highway. |
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| 2244 | Oct. 25 | Deschutes County. Routing of The Dalles-California Highway through Bend changed. Program letter re expenditures for surveys on forest highway system. Benton County. Site for equipment shed at Corvallis; purchase authorized. Maintenance equipment sheds, construction authorized at Goldson, Paisley and Hood River. Awards of contracts: East Unit, Lowell-Goodman Creek Section; Unity-Hersford Section; 2245 Keno-Klamath Falls Section; Arlington-Pendleton Section; Parrott Creek Bridge; Yamhill River bridge near Valley Junction; Maintenance equipment sheds at Prineville and Bend. Oiling program for 1928 discussed tentatively. Market road funds; resolution re distribution of second one-half. |
| 2247 | | Projects authorized: Wasco-Kent Section, maintenance materials; Dufur-Cow Canyon Section, maintenance materials; |
| 2248 | | Olex-Fossil Section, maintenance materials; Heppner Junction-Ione Section, maintenance materials; Cow Valley-Brogan Section, surfacing; Bridge over Wylie Creek. Next meeting November 29, 1927. Extension of time: John Hampshire, Wheeler-Brighton Section. Morrow County. Resolution re condemnation of Margaret Jones property for road building materials. |
| 2250 | | Lincoln County. Remonstrance against opening quarry in vicinity of De Poe Bay. Grant County. Continuation of survey up Beech Creek declined. Lane County. Extension of market roads No. 13, No. 28 and No. 30. |
| 2251 | | Lumber industry; meeting with committee. |
| 2253 | Nov. 29 | Bids received on following projects: Heppner Junction-Ione Section, maintenance material; Olex-Fossil Section, maintenance material; Bly-Forest Boundary Section, grading; 2254 Moro-Kent Section, maintenance material; South Unit, Lazinka Ranch-Albee Section, grading; Dufur-Cow Canyon Junction Section, maintenance material; Service Creek-Donnelly Grade Section, grading and widening; Culverts over Rock Creek and Big Noise Creek; 2255 Bridge over Luckiamute River; Bridge over Ash Creek. |

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| 2256 | Nov. 29 | Bids from Rohaut & Gearhart and Trullinger & Mattson returned unopened. Lake County. Section on Fremont Highway requested. County cooperation offered. Summer Lake Section. Grading ordered. Basis of cooperation. Fremont Highway, desert type section requested. Tillamook County. Revised schedule of payments to meet obligation proposed. |
| 2257 | | Coos County. East side location for Roosevelt Highway protested. State asked to take over ferry Roosevelt. State urged to take over Glasgow ferry. |
| 2258 | | Douglas County. Project north of Gardiner requested; resolution by County Court offering cooperation presented. |
| 2259 | | Washington County. Widening of pavement between Multnomah County line and Forest Grove requested. Alternate route to Hillsboro requested. |
| 2260 | | Lane County. East Unit, Lowell-Goodman Creek Section, failure of Moon Bros. to execute contract. McKenzie Highway, matter of securing right of way jointly with city of Eugene for municipal power canal. Lincoln County. Report on quarry site near Yachats River bridge. Property on north side of Yachats River proposed for park purposes; report of agent for owners. Waldport-Yachats unit urged. |
| 2261 | | Josephine County. Widening Caves Road above Sucker Creek; agreement between Forest Service and State to be signed. Lane County. Alternate route between Harrisburg and Eugene requested. |
| 2262 | | Linn County. Santiam Highway, survey from Cascadia to foot of Seven Mile Hill requested. Portland to ocean; petition presented for survey for road via Salmonberry River to Nehalem Bay. Awards of contracts: Olex-Fossil Section; South Unit, Lazinka Ranch-Albee Section; Service Creek-Donnelly Grade Market Road, Wheeler County; Bly-Forest Boundary Section; Dufur-Cow Canyon Section; Heppner Junction-Ione Section; Moro-Kent Section; Culverts at Rock Creek and Big Noise Creek; Bridge over Luckiamute River; Culvert over Ash Creek. Douglas County. County appropriation of \$18,000 for Tiller-Trail Road on cooperative basis. Lane County. East Unit, Lowell-Goodman Creek Section, failure of Moon Bros. to execute contract considered. Resolution re forfeiture of bond and award of contract. |

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| | 1927 | |
| 2264 | Nov. 29 | Shell Company. Removal of advertising signs on Roosevelt Highway in Curry County reported. Certified Public Accountant, employment authorized. Next meeting December 20, 1927. Projects ordered prepared: Klamath Falls-Merrill-Olene Section, resurfacing and maintenance materials; Cow Valley-Brogan Section, surfacing and embankment widening; Bridge over Wiley Creek; Bridge over Footh Creek. Oiling program considered tentatively. |
| 2265 | Nov. 30 | Oiling program for 1928 authorized. Schedule of estimated income and expenditures for 1928 submitted, also tentative budgets. Minutes of September 27 and October 16 approved; corrected minutes of October 25 approved. Clackamas County. Parrott Creek bridge contract awarded. Bulletin information signs to be discontinued. |
| 2266 | | Deschutes County. Park site at Pilot Butte donated to state. Widening present road and leveling top of butte authorized. Bend Trap Club, permit to occupy space in park site. State Land Board. Agreement re exchange of school land scrip for government land for park purposes. Douglas County. Schofield River bridge plans and specifications ordered prepared and War Department permit requested. Coos County. Protests against construction of dikes and tide gates across Haynes and Larson Sloughs. West Salem. Request for widening pavement declined. Wasco County. Mayer and Memaloose Parks, new signs ordered. Klamath County. Resolution received from county re 80 foot right of way for Bly-Forest Boundary Section; basis of cooperation. |
| 2267 | | Grant County. Continuation of survey up Beech Creek ordered. Jefferson County. Columbia Valley Power Company trestle south of Madras, negotiation authorized in matter of clearance. Tillamook County. Neskowin-Hebo-Grande Ronde Section, annulment of contract authorized. Extensions of time: Joslin & McAllister, Rock Creek-Lostine Section; Joslin & McAllister, La Grande-Minam Section; Albert L. Smith, Jones Hill-Vinson Section; Washburn & Hall, Hayes Hill-Shattuck Corner Section; Simonsen & Hefty, Deer Creek-Hayes Hill Section; W. D. Miller Construction Co., Sand Creek Hill-Williamson River Section; Greenwood & Dann, Siletz Bay-Otter Rock Section; |
| 2268 | | |

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| | 1927 | |
| 2268 | Nov. 30 | Extensions of time - cont'd Motor Investment Company, Grande Ronde-Sheridan Section; Guy F. Atkinson, Rockaway-Garibaldi Section; C. G. McKy, Waldport-Hatchery Section; Schell & Rhodes, Reedsport-Winchester Bay Section. |
| 2269 | Dec. 20 | Proposals received on following projects: Klamath Falls-Merrill-Olene Section, resurfacing; Cow Valley-Brogan Section, surfacing; Wiley Creek Bridge; Footh Creek Bridge. |
| 2270 | | Linn County. Santiam Highway, change of location to provide for railroad location. Lane County. E. Unit, Lowell-Goodman Creek Section, bidder's bond to be forfeited. |
| 2271 | | Union County. City of La Grande to secure site for shops, Highway Commission to cooperate. Clackamas County. S. P. Co. request for exchange of right of way. Wasco County. Columbia Deschutes Power Company, request for exchange of portion of right of way at junction of Columbia River Highway and old Moody road. Washington County. Discussion of routing through Beaverton. Announcement of awards: Klamath Falls-Merrill-Olene Sections; Cow Valley-Brogan Section; Bridge over Wiley Creek; Bridge over Footh Creek. |
| 2272 | | Linn County. Santiam railroad matter discussed. |
| 2273 | | Salmon River-Grande Ronde Highway Improvement District willing to secure right of way between Otis and end of county construction; no funds for surfacing graded unit. Clackamas County. Canemah, attitude of Commission in further improvement of Pacific Highway if annexed to Oregon City. Tillamook County. Financial statement received from county and copy of Commission's record to be furnished. Right of way between Rockaway and Jetty Creek. |
| 2274 | | Laboratory and office building, plans presented. Fremont Highway. Change in routing approved by Secretary of Agriculture. Location between Picture Rock Pass and junction with The Dalles-California Highway adopted. Coos County. Resolution by Bandon Chamber of Commerce opposing advertising on Roosevelt Highway. Bidder's bond, new form adopted. Road Condition Reports to be continued. Sherman County. Moro-Kent Section, contract for furnishing maintenance materials awarded to A. S. Wallace. Next meeting January 26. |

| Page | Date | Subject |
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| | 1927 | |
| 2275 | Dec. 20 | <p>Projects authorized:</p> <p>Canemah-New Era Section, revision and widening;</p> <p>Beaverton-Multnomah County Line Section, revision and widening;</p> <p>Roseburg-Grants Pass Section, shoulder maintenance materials;</p> <p>Philomath-Alsea Mountain Section, surfacing and re-surfacing.</p> <p>Emigrant Park concession, specifications and conditions ordered prepared.</p> <p>T. R. Conway and L. A. McArthur appointed on Advisory Committee.</p> <p>Longview bridge, report on meeting with Port of Portland, Dock Commission and committee from Chamber of Commerce.</p> <p>Interstate bridge at Vancouver -- Commission to meet Multnomah County Commissioners on December 28.</p> |
| 2276 | Dec. 28 | Conference held. |
| 2278 | | Santiam railway matter. Report of meeting at Salem on December 21. |
| 2279 | | <p>Klamath County, Sand Creek Hill-Williamson River Section, request by W. D. Miller Construction Co. that penalty be waived declined by Commission.</p> <p>Oiling equipment, purchases approved.</p> <p>Motor graders, purchase of four authorized for trial use.</p> <p>Klamath County, Beatty-Bly Section, Engineer to make reserve for surfacing.</p> <p>Lake County. Paisley-Chalk Cliff Section, surfacing with pit run gravel to be done with state forces and equipment.</p> <p>Baker and Union Counties. La Grande-Baker Section, furnishing maintenance materials, contract abandoned.</p> <p>McKenzie Pass, equipment to be ready to attempt opening on March 1st.</p> |
| | 1928 | |
| 2280 | Jan. 26 | <p>Proposals received on following projects:</p> <p>Alsea Mountain-Philomath Section, surfacing and re-surfacing;</p> <p>Canemah-New Era Section, grading;</p> <p>Multnomah County Line-Beaverton Section, grading.</p> |
| 2281 | | <p>Lake County. Chalk Cliff-Paisley surfacing requested.</p> <p>Silver Lake-Summer Lake Section, county suggests that heavy work north of Picture Rock Pass be eliminated from project for present.</p> <p>New Pine Creek Unit, Commission requested to complete survey and advertise grading for county.</p> |
| 2282 | | <p>Coos County. Commission urged to take over North Bend-Glasgow ferry.</p> <p>Harney County. Completion of grading on Central Oregon Highway and surfacing Sage Hen Section requested.</p> <p>Malheur County. Central Oregon Highway, work between Burns and Vale and between Juntura and Jonestown asked.</p> |

| Page | Date | Subject |
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| | 1928 | |
| 2283 | Jan. 26 | <p>Grant County. Survey between Dale and Long Creek asked.</p> <p>Hamilton-Long Creek Road, forest road designation requested;</p> <p>John Day-South Forest Boundary Unit, grading requested.</p> <p>Burns-Canyon City Road, application for work as part of 1928 forest road program.</p> <p>Wheeler County. Surfacing Spray North 6½ mile section, inclusion in forest road program requested.</p> <p>Sherman County. Finnegan quarry to be deeded to state by Columbia-Deschutes Power Company.</p> <p>Wasco County. Exchange of small area at junction of Highway No. 39 and Columbia River Highway authorized.</p> <p>Conference with representatives of Bureau of Public Roads and Forest Service; definite decisions postponed.</p> <p>Union County. Weston-Elgin Road; location survey requested.</p> <p>Douglas County. North Umpqua Road, reconnaissance survey between Steamboat Creek and Big Camas Ranger Station requested.</p> <p>Salmon River-Grande Ronde Highway Improvement District, state aid in surfacing New Grande Ronde-Tillamook County Line Section requested.</p> <p>Survey between Dolph and Boyer, report to be made at next meeting.</p> <p>Douglas County. Roosevelt Highway north of Gardiner; county and district ready to cooperate.</p> <p>Lane County. Willamette Highway, grading five mile unit east of Goodman Creek requested.</p> <p>McKenzie Highway, agreement as to width of right of way.</p> <p>Willamette Valley-Florence Highway, Cheshire-Harpole School Section requested;</p> <p>Special tax levy proposed.</p> <p>Marion County. North Santiam Highway, designation on forest highway system requested.</p> |
| 2284 | | |
| 2285 | | <p>Announcement of awards of contracts:</p> <p>Multnomah County Line-Beaverton Section;</p> <p>Canemah-New Era Section;</p> <p>Alsea Mountain-Philomath Section.</p> <p>Emigrant Park concession, no bids, readvertisement ordered.</p> <p>Linn County. Santiam Highway, Cascadia-Ranger Station Section requested. Survey to foot of Seven Mile Hill requested.</p> <p>Lincoln County. New bridge across Lint Slough, consideration as forest project requested. Yaquina-Alsea Section, construction requested.</p> |
| 2286 | | |
| 2287 | | <p>Morrow County. Forest highway aid on Heppner-Spray road asked.</p> <p>Crook County. Bear Creek Road, completion requested.</p> <p>Deschutes County. \$15,000 cooperation on Fremont Highway. Forest highway program for 1928, further meeting to be held.</p> <p>Washington County. Tualatin Valley Highway route adopted.</p> <p>Josephine County. Williams Creek extension to Market Road No. 1 adopted by Commission.</p> |

| Page | Date | Subject |
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| 2287 | Jan. 26 | Morrow County. Market Road No. 4 eliminated. Linn County. Progress report in changing highway location through the Narrows. |
| 2288 | | Clatsop County. Lease of concession at Bradley Park extended. Additional right of way at Miles Crossing, purchase authorized. Curry County. Park site offered for sale by R. L. Macleay; purchase declined. Lane County. McKenzie Highway, cooperation on maintenance on non-standard sections. Tillamook County. Debt to state on cooperative projects. Gasoline contracts for 1928 discussed. Road oil contracts authorized. |
| 2289 | | Lubricating oils and greases, bids to be secured. Road Equipment Show, L. P. Campbell and R. H. Baldock to attend. Union County. Shop site in La Grande, payment authorized. Load limit: Sherman Highway The Dalles-California Highway Mt. Hood Highway Fremont Highway Baker-Unity Highway Old Oregon Trail Washington County. Multnomah County Line-Beaverton Section, resolution ordering condemnation of right of way. |
| 2297 | | Tillamook County. Neskowin-Hebo-Grande Ronde Section, resolution re default of R. W. Stevenson and assignment to surety. |
| 2298 | | Extensions of time: H. E. Schmeer, Pilot Rock-Freewater Section; Joslin & McAllister, La Grande-Minam Section; John Hampshire, Medford-Prospect Section; Motor Investment Co., Grande Ronde-Sheridan Section; Washburn & Hall, Hayes Hill-Shattuck Corner Section; D. T. Eaton Construction Co., Deadwood Creek bridge; Carl T. Habekost, Ione-Heppner Section; |
| 2299 | | E. L. Gates, Winchester Bay-Lakeside Section; Guy F. Atkinson, Rockaway-Garibaldi Section. Lane County. E. Unit, Lowell-Goodman Creek Section, request that bid bond of Moon Bros. be cancelled and returned. Harney County. Name Poison Creek Canyon requested changed to Devine Canyon. Next regular meeting February 28, 1928. Coos County. Myrtle Point-Coquille and Coquille-Bandon Sections, resurfacing ordered. Benton County. North Albany-Wells Market Road, bids to be received for surfacing. Wheeler County. Pine Creek Market Road, bids to be received for grading. Lane County. Five mile unit east of Goodman Creek to be held for forest project. |

| Page | Date | Subject |
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| 2300 | Feb. 28 | Bids opened on following projects: North Albany-Wells Market Road, grading and surfacing; Pine Creek Market Road, grading; Emigrant Park Concession. |
| 2301 | | Clackamas County, East Side River Road, Oregon City to Portland. Wheeler County. Mitchell-Dayville project, change of route requested. |
| 2302 | | Coos County. Glasgow-North Bend Ferry, Commission agreed to take over. Eastside bridge matter discussed. Lincoln County. Yaquina-Alsea Section requested. Lint Slough bridge, county cooperation offered. Curry County. Permission requested to build addition to cannery at Gold Beach which would encroach on right of way. |
| 2303 | | Clackamas County. Webster Road proposed for east side route Oregon City to Portland. Tabulations of bids read: Emigrant Park Concession; North Albany-Wells Market Road; Pine Creek Market Road. Toll Road, Umatilla to Wallula; oral application made. Lane County. Springfield bridge to be advertised as soon as decision given by Public Service Commission. Bridge at Coburg to be advertised for county. Surety bond; change to protect equipment dealers requested. Forest highway program for 1929 fiscal year. Weston-Elgin project; inclusion in program urged by District Forester. |
| 2304 | | Hood River County. Park at Cascade Locks donated by Robert Carroll. |
| 2305 | | Lane County. Willamette Valley-Florence Highway, completion requested. State Board of Health, approval of placing signs on highway right of way requested. Tillamook County. Payment of \$5,000 of obligation to be deferred until next year to make funds available for improvement of Wilson River Road. |
| 2306 | | Resolutions received endorsing new bridge across Trask River and relocation of highway on south bank of river. Umatilla County. Purchase of Indian lands and timber along Old Oregon Trail approved. |
| 2307 | | Curry County. Offer to sell park site at Agate Beach and Garrison Lake received; declined. Lane County. Park site at Lilly Lake offered for sale; offer declined. Lincoln County. Park site at Otter Crest ordered purchased. Form of sign ordered for park property to protect members of Commission from personal liability in case of accidents to the public. |

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| 2307 | Feb. 28 | Lincoln County. Guard fence to be used in park sites along coast; Advisory Planting Committee to be consulted. Parks, pictures to be taken. Canby, trees at city limits to be replaced by Commission. Deschutes County. Pilot Butte park site, donations from individuals toward improvements. Equipment, purchase authorized. |
| 2308 | | La Grande shop property, deed received. Plans for buildings presented. Minutes of December 20 and 28, 1927 and January 26, 1928 approved. Porters Ferry, cooperation on bridge across Snake River requested by Idaho Department of Public Works. Baker and Union Counties, resolution covering assignment of H. J. Hildeburn contract to Independence Indemnity Co. |
| 2309 | | Lake County; state aid requested in construction of culvert in Lakeview. Standard sign to be placed on construction projects adopted. Clackamas County. Purchase of tract of ground at Sandy for equipment storage recommended. Polk County. Proposed sidewalk between Monmouth and Independence; additional right of way necessary. Wasco County. Maupin bridge, tentative offer of cooperation. |
| 2310 | | Tillamook and Yamhill Counties. Neskowin-Hebo-Grande Ronde Section, extension of time requested by Hartford Accident & Indemnity Co. Next meeting March 27, 1928. Projects authorized: Riverton-Coquille-Hoffman Bridge Section, resurfacing and maintenance materials; Schofield River bridge at Reedsport; County bridge over McKenzie River near Coburg; Springfield bridge; Tillamook River bridge (county); Buildings at La Grande. |
| 2311 | March 27 | Proposals received on following projects: Riverton-Coquille-Hoffman Bridge Section, maintenance materials; Schofield River Bridge; Willamette River Bridge at Springfield; Buildings at La Grande. |
| 2312 | | Lane County. Coburg bridge bids not opened. Tillamook County. Tillamook River bridge bids not opened. Douglas County. Scottsburg Bridge, cooperation offered. Umpqua Highway, approval as part of Federal Aid Seven per cent system requested. Scottsburg Bridge, construction agreed upon. Umpqua Highway, County and District to maintain. |
| 2313 | | Scottsburg Bridge, plans ordered; War Department permit requested. |

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| 2313 | March 27 | Douglas County. Scottsburg bridge ordered advertised. Roosevelt Highway north of Gardiner, County Court securing right of way. Coos County. Eastside bridge, sketch plans and vicinity maps ordered prepared. Overcrossing in North Bend; inspection and report ordered. Roosevelt ferry; position of county regarding operation. Joint use of railroad bridge across Coos Bay suggested. Umatilla County. Lazinka Ranch-Ukiah Section, surfacing of north unit requested. |
| 2314 | | Minutes of February 28, 1928 approved. Emigrant Park concession, award approved. Wheeler County. Proposed change of route of Ochoco Highway requested at previous meeting; matter dropped. Wasco County. Maupin bridge, cooperation offered by county; plans and specifications ordered prepared. Marion County. Woodburn arch, removal to be discussed with city officials. Coos County. Park proposed by C. J. Buck. Lake County. Fremont Highway; Summer Lake and Fremont Sections, grading requested. Jackson County. Reimbursement for attorney fees requested by John Hampshire. Benton County. East Unit, Eddyville-Blodgett Section, contract abandoned by Seydel-Hammel Co. Roosevelt Highway. Commission urged to sell bonds to complete. Clatsop County. Soapstone Creek bridge, Commission requested to name for Merle W. Rosecrans. Linn County. J. H. Ralston and Judge Payne taking up matter of forest appropriation with Congressional delegation. Klamath County. Application by Mr. Lorenz for culvert under Klamath Falls-Lakeview Highway for handling logs. Market Road No. 12 added to market road system. Redwood Empire Association. Commission invited to meet. Tree planting operations to be resumed in Eastern Oregon. Next meeting April 20th. Projects authorized: Beatty-Bly-Forest Boundary Section, surfacing; Gardiner Summit Section, grading. Deschutes and Klamath County Sections of Fremont Highway, grading; Ramsey Canyon and Wehrli Canyon Market Roads, grading and surfacing; Umatilla River bridge at Yokum; Catherine Creek bridge near Hot Lake. |
| 2315 | | Curry County. Claims of J. W. Sweeney on Unit 3, Burnt Hill-Chetco River Section referred to engineers for report. Forest road program, threatened curtailment discussed; telegram sent to Congressional delegation and others. |
| 2316 | | |
| 2317 | | |

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| 2317 | March 27 1928 | Awards of contracts: Riverton-Coquille-Hoffman Bridge Section; Schofield River bridge; Willamette River Bridge at Springfield; Shops, warehouses and office building at La Grande. General survey party to be laid off. Wasco County. Resolution regarding exchange of property with Columbia-Deschutes Power Company. Baker and Union Counties. La Grande-Baker Section, contract of H. J. Hildeburn assigned to Hart Construction Co. Extension of time: Hart Construction Co., La Grande-Baker Section. |
| 2320 | | |

Victory Hall, Falls City, Oregon, April 16, 1927.

At two o'clock the Chairman called the meeting to order. Present were:

Wm. Duby, Chairman
C. E. Gates, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
J. M. Devers, Assistant Attorney General

The call of the meeting was read by the Secretary.

TO WHOM IT MAY CONCERN:

You are hereby notified that there has been filed with the Oregon State Highway Commission a proposed form of petition proposing the organization of a highway improvement district under the provisions of Chapter 399 of the General Laws of Oregon for 1921, said district to be known as the "Falls City-Valsetz Highway Improvement District." The land which it is proposed by said petition to include within said district is described as follows, to-wit:

Beginning at the Northeast corner of Section 22 Township 7 South, Range 6 West of the Willamette Meridian in Polk County, Oregon; thence running westerly and following the established section lines 13 miles to the Northwest corner of Section 22 in Township 7 South Range 8 West, thence North 1 mile to the Northeast corner of Section 16 in said Township and Range; thence West along the established section lines 3 miles to the Northwest corner of Section 18 in said Township and Range which said point is on the boundary line between the Counties of Lincoln and Polk in said State; thence South 16 miles along said Range and County line to the Southwest corner of Section 31 in Township 9 South Range 8 West of the Willamette Meridian; thence East following township line 1 mile thence South along said County line to the Southwest corner of said Polk County, Oregon, thence Easterly 8 miles following the South line of Polk County as laid out, established and changed to the East line of Section 9 Township 10 South Range 7 West; thence North to the Southeast corner of Section 28 Township 9 South Range 7 West; thence East 3 miles to the Southeast corner of Section 25 Township 9 South Range 7 West; thence North 5 miles following the Range line to the Southeast corner of Section 36 Township 8 South Range 7 West; thence East 4 miles to the Southeast corner of Section 34 Township 8 South Range 6 West; thence North 9 miles to the place of beginning, all of said above described land lying and being within the said County of Polk in the State of Oregon.

You are further notified that Saturday, the 16th day of April, 1927, at the hour of 2:00 o'clock P. M. of said day in Victory Hall, Falls City, Polk County, Oregon, has been set as the time and the place for approving or disapproving the form of said petition, the

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contents or matters set forth therein and the boundaries of said proposed district.

Any persons desiring to protest the organization of said proposed district or desiring to be heard with reference to any of the matters therein set out are hereby notified to appear before the Commission at the time and the place herein designated and file with said Commission at said time, or prior thereto, their objections or protests in writing.

Dated this 31st day of March, 1927.

OREGON STATE HIGHWAY COMMISSION,

By WM. DUBY, Chairman
H. B. VAN DUZER, Commissioner
W. H. MALONE, Commissioner

Attest:

ROY A. KLEIN, Secretary

The Chairman stated that the purpose of the hearing was to give an opportunity for those interested to present arguments either for or against the boundaries of the district as proposed.

H. H. Saxton claimed the ownership of 1040 acres in the southwest corner of Polk County and urged the formation of the district in order to improve the roads.

B. M. Howell, Falls City, a land owner within the district, stated that he was an early settler in this part of Polk County but left because of lack of roads. He advocated approval of the district.

A letter was read by the Secretary from Judge Robert Tucker of Portland, a land owner in the district, favoring the improvement district plan. Also, a letter was read from Ira C. Mehrling, owner of a farm of 184 acres, protesting against being included in the district.

A written protest by the Willamette Valley Lumber Company against the formation of this highway improvement district was read and filed.

A written protest by the Wm. W. Mitchell Company, a large owner of property in the district, against the formation of the district, was read by the Secretary and filed.

Mr. Oscar Hayter, representing the Chas. K. Spaulding Logging Co., owners of property in the district, in behalf of his clients, urged the disapproval of the highway improvement district.

W. M. Bancroft of Falls City stated that he owned 120 acres of land on the Valsetz Road and favored the district. H. B. Doe of Salem advocated the improvement as a means of increasing land values through cheaper transportation. C. W. Pruitt of Falls City expressed the same view.

G. W. Marshall, representing the Weyerhaeuser Timber Co., stated that the road which it was proposed to build would be a long way from their holdings and would not be profitable to their company. Further, a new road would introduce another fire hazard. Mr. Marshall stated, however, that if the project went through, his company would stand their share.

representing Ralph Silvers who lives on Valsetz Road, stated he was in favor of the project.

T. W. Munyon of Falls City spoke in favor of the formation of the district as a means of building a road to develop that part of the county. He read a letter from W. G. Ide, Manager Land Settlement Bureau of the Portland Chamber of Commerce, regarding securing settlers for farms. A. H. Dodd, Falls City, advocated the formation of the district.

A. A. Muck of Falls City told of the history of the project, that the territory in Lincoln County had been eliminated since the road in Lincoln County had been constructed, also the Pedee district, formerly included in the southeast part of the district, had been eliminated from the present proposed district because they had a road of their own and were not benefited. Mr. Muck stated that this proposed road is not a tourist road but one which will help develop the country and bring back the money in taxes.

J. F. Ulrich, member of the Realty Board in Salem, urged the formation of the district so as to build a road and open up the land for settlement.

Geo. T. Gerlinger, President of the Willamette Valley Lumber Company, stated that his company was willing to help build roads under the county system but not under the highway improvement district plan. He stated further that they were not opposed to the road but were opposed to the method of getting it which had been proposed.

T. C. Anderson, publisher of the Falls City Enterprise, stated that he strongly favored the formation of the district.

Oscar Hayter of Dallas stated that the road which it is proposed to build crosses a mountain range approximately 3000 feet high. He opposed the formation of the district. Mr. Muck stated in reply that the elevation of the summit was 2300 feet.

L. E. Oberer, President of the Salem Realty Board, stated that he was interested in the road from the standpoint of the opening up of the land for sale.

C. W. Pruitt said he farmed 4 acres and stressed the increased land values by the construction of the road.

W. M. Pound, L. E. Hoskins and _____ Hodgkin of Falls City and former County Judge E. C. Kirkpatrick of Dallas spoke in favor of the district. J. G. Heltzel of Salem spoke in favor of the road and the formation of the district.

C. L. Starr, attorney for the William W. Mitchell Co., opposed the formation of the district, stating that they would not resist a special tax for constructing the road as a county road but were opposed to the construction of a road under the highway improvement district plan, as he believed a more expensive road would be built than would be necessary. County Judge Geo. L. Hawkins of Dallas stated that Mr. Starr as attorney for the Cobbs-Mitchell Co. told him two years ago that his company would not oppose any special tax that the people wanted to vote for road purposes under the county plan.

Mrs. Abigail Watt of Falls City spoke of the resources of the locality and developments which she considered would be made on the completion of the road. She urged the approval of the boundaries of the district as presented. Hal D. Patton of Salem spoke in favor of the road.

T. W. Munyon stated that the community asked only an opportunity to vote on the project and the proponents were willing to abide by the decision of the people.

Ira C. Mehrling of Falls City stated that he was in favor of the construction of the road as a county project but was opposed to the district plan.

W. C. Turner of Airlie stated that the proposed district took a large area out of their road district and therefore he was opposed to the district.

The Chairman invited all to speak who wished to be heard and there being no further response, the Commission announced that the matter would be taken under advisement.

On motion the meeting was adjourned.

R. A. Klein
State Highway Engineer
and Secretary

Wm. D. Doby
Chairman
H. B. Van Duzer
Commissioner

Portland, Oregon, April 19, 1927.

The Commission met in Room 530 Multnomah County Courthouse at 10 o'clock A. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
C. E. Gates, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

ROOSEVELT COAST HIGHWAY
MYERS CREEK-CHESTCO RIVER SECTION - SURFACING

| | N. Unit Alone | S. Unit Alone | Both Units With Reduction |
|-------------------------|---------------|---------------|------------------------------|
| J. W. & J. R. Hillstrom | \$44,252.50 | | |
| Wren & Greenough | | \$156,095.00 | |
| Carl Nyberg | | | \$200,852.50 |
| R. W. Shaffer | 46,177.50 | | |
| John Hampshire | 48,212.50 | 156,522.50 | 203,735.00 |
| Joplin & Eldon | | 160,615.50 | 216,876.75 |

PACIFIC HIGHWAY
GOLD HILL SECTION - SURFACING

| | |
|--------------------------|-------------|
| G. L. Camp | \$ 9,532.00 |
| C. Frank Rhodes | 11,681.00 |
| John Hampshire | 11,816.00 |
| von der Hellen & Pierson | 13,222.50 |

PRINEVILLE-LAKEVIEW HIGHWAY
CHALK CLIFF-PAISLEY SECTION - GRADING

| | |
|------------------|-------------|
| John Hampshire | \$27,390.00 |
| Earl L. McNutt | 28,728.80 |
| Jetley Bros. | 29,247.50 |
| M. P. Pou | 30,099.00 |
| Wm. Endicott | 30,797.50 |
| W. B. Kidd & Co. | 35,684.00 |

OLD OREGON TRAIL
BUILDING AT EMIGRANT SPRINGS PARK

| | |
|-----------------|-------------|
| Frick & Belvail | \$19,314.54 |
| W. C. Kelly | 19,560.00 |
| J. D. Tobin | 20,390.00 |
| A. Ritchie | 20,835.00 |
| Pugh & Beutler | 23,766.00 |

Judge Barnard and Commissioners Hurd and Anderson of Lane County stated that the Court desired the state to take over the maintenance on the uncompleted sections of the McKenzie Highway for the balance of the present year. They said that they had already expended some money and offered as cooperation the sum of \$100 per mile which represented an approximate sum of \$1,850 based on 18.5 miles estimated length of the uncompleted sections. This arrangement would result in a more economical arrangement for both parties as the state equipment would then be operated throughout the length of the project and the county equipment would be released for use elsewhere. After consideration, the Commission voted to accept the

cooperative offer of Lane County Court of maintenance of the uncompleted units of the McKenzie Highway and instructed the Engineer to maintain the whole project with state forces.

The Lane County Court requested the Commission to increase the degree of curvature on the north leg of the wye at the proposed new junction of the Pacific and McKenzie Highways in order to decrease the right of way costs. The Commission advised that the original plan as agreed upon at the previous meeting should be followed.

Judge Barnard asked if any progress had been made toward arriving at an agreement with the Southern Pacific Co. on the encroachments on the railroad right of way between Rainrock and Florence. The Engineer replied in the negative and Judge Barnard stated that they would get some of the prominent citizens of Eugene who are interested in the matter to take it up with the Southern Pacific Co. officials.

Mr. Frank Reusswig appeared in behalf of citizens of Hood River asking for a decision on his plan to divide traffic through Hood River via both Oak and State Streets as presented at the previous meeting of the Commission. The Chairman stated that he would look over the routing proposed on his return trip. The Engineer was instructed to report on the plan at the next meeting.

The Commission signed an agreement covering a free easement for a right of way across the property of the Macleay Estate from the present roadway to the Rogue River for ferry approaches at Wedderburn on the north side and at Indian Creek on the south side, with the proviso that the original 10 year limit be extended to 25 years or until such time as the bridge is constructed.

The Commission approved the minutes of March 29 and 30, 1927.

The Engineer reported that in company with Dr. Stricker, State Health Officer, he had made an inspection of that section of the Roosevelt Highway now under construction through the Clear Lake watershed in Douglas County. Dr. Stricker's report was quoted as follows:

"It is the opinion of the State Board of Health that it is impossible to absolutely protect this lake from occasional contamination. However, we believe that every step should be taken to prevent any gross or further pollution of the lake. If the road is properly fenced and placarded we believe that it would be possible to protect the lake from gross pollution. Your engineering department has pointed out that it is impossible to build a road by any other route through this region at a reasonable cost. The State Board of Health can see no good reason why it should place any obstacle in the path in the completion of this highway. We request, however, that every step be taken to protect the water of this lake."

A request was received from the Klamath County Chamber of Commerce for the grading of the Bly-Forest Boundary Section of the Klamath Falls-Lakeview Highway, sometimes called the Devils Garden Section. The Secretary was instructed to reply that the Commission was committed to the completion of the Klamath Falls-Lakeview Highway as soon as funds were available.

A request was received from the County Court of Harney County for a survey from the south end of the Burns-Canyon City Forest Project into the city of Burns. The Secretary was instructed to advise the County Court that the Commission would do this provided the county would pay for the cost of it, since the road is not a state highway.

An endorsement of the early construction of the Mitchell-Dayville unit of the Ochoco Highway was received from the Baker County Chamber of Commerce. The Secretary was instructed to advise that the Commission was committed to this program as soon as funds were available.

The Engineer presented the Bureau of Public Roads' report of April 8, 1927 on snow conditions over the Cascade Summit on the McKenzie Highway, which showed a total length of 22 miles covered, 16 of which the depth was in excess of 5 feet, increasing from 9 to 12 in some sections, while the summit cut showed a maximum depth of 26 feet. In view of these conditions, it seemed advisable not to attempt the early opening of the pass.

The Engineer was instructed to take up with Mr. J. B. Mortsof, Superintendent Warm Springs Agency, the matter of acquiring certain timbered tracts of land lying along the Columbia River Highway between Hood River and Mosier which were owned by Indians. Some cord wood had been cut on these tracts and it seemed desirable to acquire both land and timber in order to preserve the natural scenic beauty of this section of the highway. The Commission considered that a width of 200 to 400 feet on each side of the highway should be secured.

The matter of the proposed park site between the Roosevelt Highway and Battle Rock was again brought up by a letter from the Secretary of the Chamber of Commerce of Port Orford, who stated that he felt that the property proposed could be purchased for \$3000. The matter was held for further consideration.

The date for the next meeting was set for May 24th at ten o'clock A. M.

At two o'clock P. M. the hearing on the application of Messrs. Beals and Chandler to construct a toll road on the Wilson River Route was called to order. All members of the State Highway Commission and the County Courts of Washington and Tillamook Counties were present. Mr. H. T. Botts, attorney for the applicants, reviewed the previous proceedings in the matter and urged that the franchise be granted. Mr. Botts offered the franchise form which had been submitted at the previous hearing, October 27, 1925, with a few changes. One provided that only bona fide residents now living there could use the toll road free, whereas the former franchise

did not limit this privilege to present residents. Another change provided for "not less than twenty-four foot roadbed", and the further addition that "workmanship and material shall conform to the requirements of the standard specifications of the Oregon State Highway Commission."

Commissioner Van Duzer asked, "At this time are the applicants for the franchise prepared to accept the condition of competitive bidding?"

Mr. Botts replied, "We would not care to have that incorporated in the franchise. We don't feel that it is a matter of your concern because if the road is ever taken over by the State, it will be purchased at the reasonable value and, if we cannot agree on that, you can condemn it. It is provided that the reasonable value shall not exceed the cost of construction."

Commissioner Van Duzer stated further that inspection by the state would be necessary to insure compliance with the specifications. Mr. Botts replied, "That would be a matter which the holders of the franchise would expect to control themselves."

Commissioner Van Duzer: "Competitive bidding and state inspection are fundamental."

Senator Beals: "Are you not going outside of your jurisdiction in constituting yourselves a legislative rather than an administrative body?"

Commissioner Van Duzer: "The law allows the Highway Commission to insert such provisions as they think necessary. I don't know how you will get at the cost of the road except by some such provision as that."

There was further discussion as to the points to be covered by the franchise as set out in the law itself.

Mr. Botts: "I don't see that the state or counties are concerned in the matter of cost only in case they should want to buy the road."

J. M. Devers stated that he anticipated in the event of the purchase of the road by the public that the first cost would be offered as evidence in determining the value of the road.

Commissioner Gates: "Isn't it natural to assume that it is good business to get your cost where it should be by competitive bidding?"

Commissioner Van Duzer asked Mr. Botts if they would not accept a franchise with a clause requiring competitive bidding and state inspection. Mr. Botts replied, "There is no objection to inspection."

Commissioner Van Duzer: "One carries the other."

Mr. Botts: "What we want is a proposition that is workable, one that can be financed, and our contention is that the state would be protected by the provisions of the franchise. If these people get in and spend more money than the thing is worth, the state would not be compelled to pay it. If they had any guaranty that the State of Oregon or the counties are going to take this over at any future time, then they could make these provisions as you gentlemen want, but they haven't any assurance. It is a matter of speculation whether this road will ever be taken over. The work will have to be done as stated in accordance with your specifications absolutely. If they pay too much for the building of the road, if they squander their money, it is their investment, they have no assurance they will ever get it back out of the operation of the road. Naturally they are not expecting to put more in than they can expect in return."

John U. Smith of Newberg: "It is up to the Highway Commission to either grant a franchise to private individuals or else build the road themselves." Mr. Smith further stated that he was an applicant for a franchise on the Trask River route which he considered the best. He expressed a fear that under the present law, if the toll road was taken over that the cost would fall on the two counties.

L. M. Graham of Forest Grove in reply to Mr. Smith stated that he could not find anything in the law which would compel the two counties to pay anything in the event of purchase. Mr. Graham said further that there was nothing in the law requiring competitive bidding and that while he approved that method for public work, nevertheless, in the case of a private corporation, he thought it might be necessary to handle otherwise in order to interest capital.

Mr. Devers stated that he considered that the Commission had the right under the law to insert such provisions as were necessary to safeguard the public.

Commissioner Van Duzer asked regarding sale of securities, rate of interest, etc., to which Senator Beals replied that they did not wish to discuss these financial features in a public meeting.

D. C. Lewis of St. Johns stated that Portland people wanted the road and urged the granting of the franchise. L. L. Langley of Portland stated that his view was that the Commission should grant the franchise, the terms of which should cover only the points included in the law.

Commissioner Gates asked, "What is to be the capital stock of the company and what is the amount of the contemplated bond issue?"

Mr. Botts replied, "That hasn't been determined."

Senator Beals said that the question of the cost of the road had entered into the discussion in various forms and suggested that the wording in the law, "reasonable value", be used in the franchise.

Commissioner Van Duzer stated in reply that he considered that first costs would largely determine values in the event the structure was taken over by the state, therefore, competitive bidding and inspection were essential.

A. R. Watzek, a director of the Tillamook County Fire Patrol Association, submitted a map showing the timbered area on both the Wilson and Trask River watersheds, together with a written argument against the granting of the franchise. They stressed the danger from fire which they said would result from opening up this area by a road. Their view also was that the highway construction would handicap the railroad construction which would be necessary to move the timber.

The County Court of Washington County submitted a written statement outlining their position in opposing the granting of a franchise which summarized is as follows: (1) Traffic is not sufficient to make it pay. (2) There would be a demand for the state or counties to take it over. (3) Washington County would have to improve the road from Forest Grove to Glenwood at large expense. (4) On account of congestion through cities on the present route, a new route farther north would be demanded involving large expenditures by the County.

After full consideration, the following disposition was made of the application of Messrs. Beals and Chandler for a toll road franchise via the Wilson River route, which was signed by all members of both County Courts and all members of the State Highway Commission:

The members of the County Court of Tillamook County, the members of the County Court of Washington County, and the members of the Oregon State Highway Commission, meeting jointly for the purpose of considering the proposition of granting the application of Messrs. Beals and Chandler for a franchise to build, construct and maintain a toll road between a point in Washington County and a point in Tillamook County over what is known as the Wilson River route, passed by unanimous vote the following motion by Commissioner Hiatt of Washington County, which motion was seconded by Commissioner Reed of Tillamook County: Moved that, on the record as made, the application be denied.

(Stenographic notes of the hearing are on file in the office of the Highway Commission.)

At 4 o'clock, a tabulation of the bids received was read and the following awards were made:

Myers Creek-Chetco River Section of the Roosevelt Coast Highway in Curry County, 28.2 miles of surfacing. On motion which was carried, the contract for the north unit was awarded to J. W. & J. R. Hillstrom, the low bidders, at \$44,252.50, and the contract for the south unit to Wren & Greenough, the low bidders, at \$156,095.00.

Gold Hill Section of the Pacific Highway in Jackson County, surfacing approaches to Rogue River bridge and furnishing maintenance materials. On motion which was carried, the contract was awarded to

C. L. Camp, the low bidder, at \$9,532.00.

Chalk Cliff-Paisley Section of Prineville-Lakeview Highway in Lake County, 9.5 miles of grading. On motion which was carried, the contract was awarded to John Hampshire, the low bidder, at \$27,390.00.

Building at Emigrant Springs Park. On motion which was carried, the contract was awarded to Frick & Belvail, the low bidders, at \$19,314.54.

A conference was held between C. H. Purcell and J. A. Elliott, representing the Bureau of Public Roads, P. H. Dater, representing the Forest Service, Col. C. G. Thomson, representing the National Park Service, and Judge R. W. Sawyer of Deschutes County. Judge Sawyer presented the subject of the connection between The Dalles-California Highway and the Crater Lake Park, advocating the Sand Creek entrance which would require construction of only 4.6 miles between the state highway and the Park Boundary. Col. Thomson stated that the Park Service would always consider the road to the Sand Creek entrance a part of the park road system on account of the scenery in the Sand Creek Canyon, whether the connection was made through or not. Mr. Dater called attention to the two roads suggested as alternates, one connecting with the Rim Road farther north and the other beginning at Beaver Marsh on The Dalles-California Highway and connecting with the Skyline Trail between the North Park Boundary and Diamond Lake. The view was expressed by all that the Sand Creek connection was the most desirable because of lesser distance to build, lower altitude insuring earlier opening, etc. On motion of Commissioner Van Duzer which was carried, the Sand Creek connection was approved. A discussion of finances developed that no funds were available at the present time, but Mr. Purcell suggested that the survey be made as soon as the snow is gone and that an estimate of cost of the grading be reported back to the Commission, at which time further consideration could be given to the matter of financing the project on the plan of doing only the clearing and grading this year.

Mr. Dater submitted the following program for taking up the balance of the Section 8 cooperative forest funds, the final appropriation of which was made last year. On the Tiller-Trail Project, Douglas County has \$10,000 available for construction, beginning at the south end of the forest project completed a few years ago, to which the Government proposes to add \$7,500. On the Weston-Elgin Road, the Government proposes to clear a section $6\frac{1}{2}$ miles in length beginning at McDougals Camp $1\frac{1}{2}$ miles outside of the forest and extending to Toll Gate at a cost of \$5,000. These expenditures on both projects were approved by the Commission.

A committee consisting of F. G. Ayer, Lester Wooden and M. T. Loban urged the Commission to consider as an alternate to the Wilson River route the Nestucca River route from Carlton west through Blaine intersecting the Roosevelt Highway at Beaver. They claimed that there were improved market roads in each county leaving only a short distance to build. A large saving in distance over the present McMinville-Sheridan-Hebo route for Tillamook travel was pointed out.

Dr. J. H. Robnett, J. C. Ralston of Albany and Dr. N. E. Irvine of Lebanon were present and urged that bids be received for the Lebanon-Sheas Hill Section of the Santiam Highway at the May meeting, stating that the County Court would secure the right of way. The Engineer reported that the survey had not been completed but that the maps and all data would be ready at the next meeting. The delegation were assured that the adoption of the survey would come up for consideration at the next meeting.

After considering further the matter of the boundaries of the Falls City-Valsetz Highway Improvement District, Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, there was submitted to the Commission under the provisions of Chapter 399, General Laws of Oregon 1921, a form of petition for use in the organization of the Highway Improvement District to be known as the "Falls City-Valsetz Highway Improvement District", in Polk County, Oregon; and

WHEREAS, the Commission by an order duly entered in the minutes, fixed Saturday, April 16, 1927, at the hour of 2 o'clock P. M. at Falls City, Oregon, as the time and the place for hearing and passing upon said matter, notice of which said hearing was given by publication thereof in newspapers of general circulation published in Polk County, copies of which said publications containing said notices are on file in the office of the State Highway Commission at Salem, Oregon, and also by posting said notices on the public bulletin boards in the various communities; and

WHEREAS, pursuant to said notice the Highway Commission met at said time and place for the purpose declared in said notice, at which time and place the meeting, after being called to order, and after the Secretary had read said notice, was thrown open to public discussion, during which said discussion all persons interested in the formation of said district, either for or against the same were given opportunity to be heard; and

WHEREAS, after due inquiry and investigation, and after due consideration of all matters set forth in said petition, it appearing to the Commission that said petition with respect to the form and content thereof and the boundaries of said proposed district should be approved and that said proposed district as bounded and described in said petition is within the spirit and letter of the provisions of said Chapter 399, General Laws of Oregon for 1921, and that said petition in form and content is satisfactory to the Commission;

THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission that the said petition for the organization of said proposed highway improvement district be and the same is hereby approved as to form and content, and

BE IT FURTHER RESOLVED that the boundaries of said highway improvement district as disclosed in said petition and set out therein be and the same are hereby approved and declared to be the boundaries of the Falls City-Valsetz Highway Improvement District, should said district be organized as provided by the provisions of Chapter 399, General Laws of Oregon, 1921.

In the vote, Chairman Duby and Commissioner Gates voted affirmatively, Commissioner Van Duzer not voting.

In the matter of the final apportionment of the 1927 State Market Road appropriation, Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, there has been made available for apportionment by the State Highway Commission a fund known as the State Market Road Appropriation fund; and

WHEREAS, by the provisions of Section 4683 of said Chapter, the County Court of any County desiring to avail itself of the provisions and benefits of said Act in any one year shall provide by uniform levy on all the taxable property of the County for the specific purpose of Market Road construction, such an amount as may equal the amount apportioned to said County by the State Highway Commission acting under the authority of the Act;

WHEREAS, all counties have made a levy on all the taxable property of the County for the specific purpose of market road construction in 1927, and, whereas most Counties made a levy sufficient to produce an amount in excess of their proportionate share of funds from the State Market Road Appropriation; and

WHEREAS, the State Highway Commission has available for apportionment for 1927 the funds raised by the State levy of 1 mill upon all the taxable property of the State, based upon the State valuation of the several Counties, as shown by the statement prepared by the State Tax Commission under date of December 30, 1926, amounting to \$1,110,677.35, together with the balance of \$9,783.57 of the 1926 State Market Road Appropriation unapportioned, making available for apportionment for 1927, a total of \$1,120,460.92 less deductions for administrative expenses of the State Highway Commission for Market Roads; and

WHEREAS, the levies made by the various Counties will produce County funds in excess of the available State Market Road Appropriation funds;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby apportion the 1927 State Market Road Appropriation fund in such a manner that each County which made a County levy in excess of its proportionate share shall receive an amount equal to its contribution to the State Market Road Appropriation Fund plus its proportionate share of Multnomah County Surplus and its proportionate share of the balance of

the 1926 State Market Road Funds carried over, less expense of administration, and that each County that failed to provide a levy that would produce an amount equal to its proportionate share of the 1927 State Market Road Appropriation shall receive an amount equal to the amount produced by its 1927 County Market Road levy, with the exception of Multnomah County which shall receive such an amount as will equal said County's levy of 0.30 of a mill levied on the taxable property of the County, provided that such County shall not receive in excess of 10 per cent of said State Market Road Fund raised in 1927 as provided by the terms of the State Market Road Act, all of which is shown in the following statement:

| Name of County | County Funds Produced by County Levy | Funds produced by State 1 mill Levy | Mult. Co. Surplus and bal. of 1926 Funds apportioned | Proportionate share of 1927 Funds | 1927 Apportionment |
|----------------|--------------------------------------|-------------------------------------|--|-----------------------------------|--------------------|
| Baker | 32,999.51 | 22,927.24 | 9,371.85 | 32,299.09 | 32,299.09 |
| Benton | 25,087.52 | 16,088.91 | 6,576.58 | 22,665.49 | 22,665.49 |
| Clackamas | 70,000.00 | 50,782.21 | 20,757.99 | 71,540.20 | 70,000.00 |
| Clatsop | 45,000.00 | 28,535.20 | 11,664.19 | 40,199.39 | 40,199.39 |
| Columbia | 20,537.12 | 17,880.65 | 7,308.98 | 25,189.63 | 20,537.12 |
| Coos | 46,250.00 | 26,296.36 | 10,749.03 | 37,045.39 | 37,045.39 |
| Crook | 10,000.00 | 5,732.92 | 2,343.42 | 8,076.34 | 8,076.34 |
| Curry | 6,600.00 | 4,259.41 | 1,741.10 | 6,000.51 | 6,000.51 |
| Deschutes | 17,723.05 | 12,795.57 | 5,230.38 | 18,025.95 | 17,723.05 |
| Douglas | 51,987.81 | 32,060.83 | 13,105.35 | 45,166.18 | 45,166.18 |
| Gilliam | 14,920.88 | 9,815.33 | 4,012.16 | 13,827.49 | 13,827.49 |
| Grant | 13,592.57 | 7,451.28 | 3,045.82 | 10,497.10 | 10,497.10 |
| Harney | 13,000.00 | 8,671.05 | 3,544.42 | 12,215.47 | 12,215.47 |
| Hood River | 15,000.00 | 10,152.31 | 4,149.91 | 14,302.22 | 14,302.22 |
| Jackson | 44,764.75 | 30,022.52 | 12,272.16 | 42,294.68 | 42,294.68 |
| Jefferson | 8,000.00 | 5,337.26 | 2,181.69 | 7,518.95 | 7,518.95 |
| Josephine | 13,514.93 | 7,961.61 | 3,254.43 | 11,216.04 | 11,216.04 |
| Klamath | 43,000.00 | 26,338.34 | 10,766.19 | 37,104.53 | 37,104.53 |
| Lake | 18,990.16 | 10,093.36 | 4,125.81 | 14,219.17 | 14,219.17 |
| Lane | 68,756.00 | 49,001.18 | 20,029.97 | 69,031.15 | 68,756.00 |
| Lincoln | 12,840.87 | 8,828.46 | 3,608.77 | 12,437.23 | 12,437.23 |
| Linn | 48,170.17 | 32,989.43 | 13,484.93 | 46,474.36 | 46,474.36 |
| Malheur | 20,500.00 | 13,210.34 | 5,399.93 | 18,610.27 | 18,610.27 |
| Marion | 75,000.00 | 48,428.91 | 19,796.04 | 68,224.95 | 68,224.95 |
| Morrow | 16,611.00 | 10,927.21 | 4,466.66 | 15,393.87 | 15,393.87 |
| Multnomah | 110,181.75 | 403,041.11 | - - - | 111,067.74 | 110,181.75 |
| Polk | 27,183.88 | 19,250.74 | 7,869.03 | 27,119.77 | 27,119.77 |
| Sherman | 25,771.00 | 10,103.49 | 4,129.95 | 14,233.44 | 14,233.44 |
| Tillamook | 29,500.00 | 22,531.44 | 9,210.07 | 31,741.51 | 29,500.00 |
| Umatilla | 66,371.00 | 46,636.29 | 19,063.28 | 65,699.57 | 65,699.57 |
| Union | 40,000.00 | 19,549.76 | 7,991.26 | 27,541.02 | 27,541.02 |
| Wallowa | 20,217.37 | 11,553.68 | 4,722.74 | 16,276.42 | 16,276.42 |
| Wasco | 30,149.34 | 17,779.01 | 7,267.44 | 25,046.45 | 25,046.45 |
| Washington | 55,055.78 | 35,429.41 | 14,482.30 | 49,911.71 | 49,911.71 |
| Wheeler | 10,129.34 | 4,573.15 | 1,869.34 | 6,442.49 | 6,442.49 |
| Yamhill | 29,980.41 | 23,641.38 | 9,663.77 | 33,305.15 | 29,980.41 |
| Totals | | \$1,110,677.35 | \$289,256.94 | \$1,107,960.92 | \$1,094,737.92 |

| | |
|---|----------------|
| Amount produced by one mill state levy | \$1,110,677.35 |
| Balance of 1926 unapportioned market road fund carried over | 9,783.57 |
| Total in 1927 market road fund | \$1,120,460.92 |
| Reserve for administration and advances | 12,500.00 |
| Total funds to be apportioned in 1927 | \$1,107,960.92 |
| Total apportionment to counties in 1927 equals | 1,094,737.92 |
| Unapportioned state market road funds | \$ 13,223.00 |

The motion was duly seconded and carried.

In the matter of the payment of the first one-half of the 1927 State Market Road appropriation to the counties, Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, there has been made available for distribution by the State Highway Commission a fund known as the "State Market Road Appropriation"; and,

WHEREAS, it is further provided by said legislative act that the State Highway Commission shall, annually, apportion the appropriation provided for under the said act between the several counties complying with, and accepting the benefits of said act; and,

WHEREAS, pursuant to the provisions and commands of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 19th day of April, 1927, apportion among the several counties of the State complying with the provisions and accepting the benefits of said Market Road Law, the 1927 State Market Road Appropriation in accordance with the terms of the act; and,

WHEREAS, the funds of the "State Market Road Appropriation" are collected semi-annually along with other state taxes; and,

WHEREAS, funds are now available and it appears to the State Highway Commission to be desirable at this time to distribute the first half of the apportionment to the several counties; and,

WHEREAS, the State Highway Commission has furnished several counties with engineering supplies, or with engineering services, on county projects, or with road building machinery, or with machinery parts, or with machinery repairs, or with road building materials; and

WHEREAS, the State Highway Commission has kept an accurate record of the cost of any of the above mentioned supplies, services, parts, repairs, or materials furnished the several counties; and

WHEREAS, the State Highway Commission has charged the above mentioned costs to the several counties as advance payments to be deducted from the sums apportioned to the various counties; and

WHEREAS, the Market Road Act provides that the expenditures made by the State Highway Commission in fulfilling the obligations imposed by the Market Road Act shall be paid from the market road fund;

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission, meeting in regular session, that there be distributed and disbursed out of the fund known as the "State Market Road Appropriation", the first payment in accordance with the apportionment heretofore made by the State Highway Commission, the amounts to be determined as follows:

To all counties the first one-half of the 1927 apportionment as apportioned by the State Highway Commission by resolution under date of April 19, 1927, provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount advanced to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of March 15, 1927, said payment to be made to the various counties upon receipt and approval of plans and specifications showing the proposed expenditure of available market road funds in accordance with the terms and provisions of said act; said sums authorized for payment to the various counties are as follows:

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| County | 1927 Apportionment | First Half of 1927 Apportionment | Advances to Counties to Be Deducted | Balance Payable to County |
|------------|--------------------|----------------------------------|-------------------------------------|---------------------------|
| Baker | \$32,299.09 | \$ 16,149.55 | \$ | \$ 16,149.55 |
| Benton | 22,665.49 | 11,332.75 | | 11,332.75 |
| Clackamas | 70,000.00 | 35,000.00 | | 35,000.00 |
| Clatsop | 40,199.39 | 20,099.70 | | 20,099.70 |
| Columbia | 20,537.12 | 10,268.56 | | 10,268.56 |
| Coos | 37,045.39 | 18,522.70 | | 18,522.70 |
| Crook | 8,076.34 | 4,038.17 | 46.67 | 3,991.50 |
| Curry | 6,000.51 | 3,000.26 | | 3,000.26 |
| Deschutes | 17,723.05 | 8,861.53 | | 8,861.53 |
| Douglas | 45,166.18 | 22,583.09 | | 22,583.09 |
| Gilliam | 13,827.49 | 6,913.75 | | 6,913.75 |
| Grant | 10,497.10 | 5,248.55 | | 5,248.55 |
| Harney | 12,215.47 | 6,107.74 | 15.70 | 6,092.04 |
| Hood River | 14,302.22 | 7,151.11 | | 7,151.11 |
| Jackson | 42,294.68 | 21,147.34 | | 21,147.34 |
| Jefferson | 7,518.95 | 3,759.48 | | 3,759.48 |
| Josephine | 11,216.04 | 5,608.02 | 334.32 | 5,273.70 |
| Klamath | 37,104.53 | 18,552.27 | | 18,552.27 |
| Lake | 14,219.17 | 7,109.59 | | 7,109.59 |
| Lane | 68,756.00 | 34,378.00 | | 34,378.00 |
| Lincoln | 12,437.23 | 6,218.62 | | 6,218.62 |
| Linn | 46,474.36 | 23,237.18 | | 23,237.18 |
| Malheur | 18,610.27 | 9,305.14 | | 9,305.14 |
| Marion | 68,224.95 | 34,112.48 | | 34,112.48 |
| Morrow | 15,393.87 | 7,696.94 | 2,285.59 | 5,411.35 |
| Multnomah | 110,181.75 | 55,090.88 | | 55,090.88 |
| Polk | 27,119.77 | 13,559.89 | | 13,559.89 |
| Sherman | 14,233.44 | 7,116.72 | | 7,116.72 |
| Tillamook | 29,500.00 | 14,750.00 | | 14,750.00 |
| Umatilla | 65,699.57 | 32,849.79 | 2.08 | 32,847.71 |
| Union | 27,541.02 | 13,770.51 | | 13,770.51 |
| Wallowa | 16,276.42 | 8,138.21 | | 8,138.21 |
| Wasco | 25,046.45 | 12,523.23 | | 12,523.23 |
| Washington | 49,911.71 | 24,955.86 | 9.42 | 24,946.44 |
| Wheeler | 6,442.49 | 3,221.25 | 295.31 | 2,925.94 |
| Yamhill | 29,980.41 | 14,990.21 | | 14,990.21 |
| Totals | \$1,094,737.92 | \$547,369.07 | \$2,989.09 | \$544,379.98 |

BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary to the Commission, be instructed to deliver a copy of this resolution to the Secretary of State, which resolution, duly attested by the Secretary of the Commission, and having the seal of the Commission attached thereto, shall be the authority of the Secretary of State, under the provisions of said Chapter 17, Title XXX, as amended by Chapter 361, General Laws of Oregon 1925, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

APR 19 1927

The motion was duly seconded and carried.

Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, of the Laws of the state of Oregon, for 1917, and by the provisions of Chapter 395, Laws of 1921, that certain highway designated as the Roosevelt Coast Military Highway, and definitely described and defined as follows, to wit:

"Beginning at Astoria, and running thence to Seaside and south into Clatsop County to the Tillamook County line, thence through Tillamook, Lincoln, Lane, Douglas, Coos and Curry Counties in the state of Oregon to the California State Line."

has been designated and declared to be a state highway, and it is determined and declared to be a state highway, and it is further determined and declared that said highway shall be permanently constructed, and maintained by the state highway commission; and

WHEREAS, the state highway commission has designated and adopted said highway as one of the highways to be permanently improved, which said highway is known in the highway records as state highway No. 9; and

WHEREAS, in the permanent improvement and construction of said highway; it is found to be, and has been declared necessary by the state highway commission, and the said highway commission does hereby determine and declare that it is necessary and advantageous to the state that the state acquire, either by purchase, agreement, or by the exercise of the power of eminent domain the parcel of land hereinafter described for the purpose of procuring therefrom materials for use in the construction, improvement and maintenance of said road in Curry County, State of Oregon; and

WHEREAS, there is found upon and under the parcel of land hereinafter described, gravel, gravel beds, rock, sand, boulders, and other mineral deposits and formations suitable for road construction, road improvement, road betterment, and road maintenance; and

WHEREAS, it is the judgment and decision of the State Highway Commission that said parcel of land is to be acquired by the said state for the purposes herein stated, the said parcel of land being described as follows:

A strip of land 20 feet wide, being 10 feet on each side of the center line, as surveyed over and across the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 17, T. 36 South, R. 14 W. W. M.,

Curry County, Oregon, said strip of land being described as follows:

Beginning at a point on the east line of the Roosevelt Coast Military Highway right of way, which point is S. 72°45' E. a distance of 40 feet of engineer's station 1466 plus 40 of said highway survey. Said point being 1550 feet south and 2264 feet west (more or less) from the northeast corner, section 17, T. 36 S. R. 14 W. W. M.; thence S. 30° 15' E. a distance of 261.8 feet; thence on a curve to the left, having a radius of 5730 feet a distance of 175.0 feet; thence S. 47° 45' E. a distance of 128.2 feet; thence on a curve to the right, having a radius of 409.3 feet; a distance of 200.0 feet; thence S. 19°45' East; a distance of 522.7 feet, more or less, to a point on the line between grantor's and Collier H. Buffington's property, which point is 2654 feet south and 1641 feet west of the northeast corner of section 17, T. 36 S. R. 14 W. W. M., containing 0.59 acres, more or less.

All of the said above described parcel of land being in Curry County, State of Oregon.

and

WHEREAS, it appears that said parcel of land is owned by Elva Miller Wood and Eva Miller, and is in the possession of C. M. Churchill as tenant, and

WHEREAS, it is, in the judgment of the highway commission, necessary that the title of the said parcel of land be procured for the purposes herein stated;

THEREFORE BE IT RESOLVED, that the said above described tract of land be declared by this resolution to be necessary for the proper construction, improvement and maintenance of said highway in Curry County; and

BE IT FURTHER RESOLVED that an effort be made to agree with the owner of said tract of land upon the compensation to be paid for the taking of the same, and the damage, if there be any, and in the event that no satisfactory agreement can be reached, then it is hereby further resolved, that the attorney-general of the state of Oregon, and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to negotiate with said parties for the acquisition of said parcel of land, and in the event that they are unable to reach an agreement, then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises, and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, the Laws of Oregon, 1917, and by the provisions of Chapter 395, General Laws of Oregon, 1921, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission is authorized and directed to lay out, locate and designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Roosevelt Coast Military Highway in Lincoln County, which highway is otherwise known in the records of the highway commission as State Highway No. 9, has and does hereby determine and declare that it will be and is necessary and advantageous to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the parcel of land hereinafter described for the purpose of procuring therefrom materials for use in the construction, improvement and maintenance of said highway system, and

WHEREAS, there is found upon and under the parcel of land hereinafter described, gravel, rock and boulders and other mineral deposits and formations suitable for road construction, road improvement, road betterment and road maintenance, and

WHEREAS, it is the judgment and decision of the state highway commission that the said parcel of land should be acquired by the state for the purposes herein stated, which said parcel of land is described as follows, to wit:

The south 400 feet of that portion of Lot 5 of Section 5, Township 9 South, Range 11 West, Willamette Meridian, lying east of the Roosevelt Coast Highway as constructed over and across said Lot 5, and being more particularly described as follows:

Beginning at the intersection of the easterly right of way line of the Roosevelt Coast Highway and the south line of said Lot 5, which point is 30.0 feet east of the center line of said highway opposite Engineer's station 234+72 and being approximately 1303 feet north and 529 feet west of the south 1/4 corner of said section 5; thence east along the south line of said lot 5 a distance of 529.0 feet to the southeast corner thereof; thence north along the east line of said lot 5 a distance of 400.0 feet; thence west parallel to the south line of said lot 5 a distance of 586.0 feet, more or less, to the easterly right of way line of said highway; thence along said right of way line S. 14°21' E. a distance of 101.0 feet; thence on a curve right, having a radius of 955.00 feet a distance of 226.9 feet; thence S. 1°09' E. a distance of 76.6 feet to the point of beginning, containing 5.02 acres, more or less.

All in Lincoln County, Oregon.

and

WHEREAS, it appears that the said parcel of land is owned and in the possession of Sunset Investment Company, a corporation, and

WHEREAS, it is in the judgment of the highway commission necessary that title to the said parcel of land be procured by the state of Oregon for the purposes herein set forth,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do and it does hereby by this resolution, declare the acquisition of said parcel of land to be necessary for the purposes herein set forth, and particularly for the maintenance of a portion of the state highway system, and

BE IT RESOLVED, that an effort be made to agree with the owners of said tracts of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event no satisfactory agreement can be reached then it is hereby further resolved that the Attorney General for the state of Oregon and J. M. Devers, attorney for the State Highway Commission and Assistant Attorney-General, be and they are hereby requested to negotiate with the said parties for the acquisition of said parcels of land, and in the event they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suits or actions as shall be necessary and appropriate to acquire title to said premises and all rights therein for the purposes herein set forth.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, the Laws of Oregon, 1917, and by the provisions of Chapter 395, General Laws of Oregon, 1921, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission is authorized and directed to lay out, locate and designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly those portions of the La Grande-Wallowa Lake highway within Wallowa county, it has been found necessary, and the said state highway commission has and does hereby determine and declare that it will be and is necessary and advantageous to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the parcel of land herein described for the purpose of procuring therefrom materials for use in the construction, improvement

and maintenance of said highway system, and

WHEREAS, there is found upon and under the parcel of land hereinafter described, gravel, rock and boulders and other mineral deposits and formations suitable for road construction, road improvement, road betterment and road maintenance, and

WHEREAS, it is the judgment and decision of the state highway commission that the said parcel of land should be acquired by the state for the purposes herein stated, which said parcel of land is described as follows, to wit:

All that part of the property of James Noregaard and Jeanne Noregaard, his wife, lying in the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 13, T. 1 N. R. 42 E. W. M., Wallowa county, Oregon, adjacent to and on the southerly and westerly side of the La Grande-Wallowa Lake Highway, and being more particularly described as follows:

Beginning at a point on the southerly or westerly right of way line of the La Grande-Wallowa Lake Highway 931 feet north and 2131 feet east of the section corner common to sections 13, 14, 23 and 24, T. 1 N. R. 42 E. W. M., running thence south 24°38' west a distance of 50.0 feet; thence north 64°27' West a distance of 150.0 feet; thence south 24°38' west a distance of 222.0 feet; thence north 65°22' west a distance of 200.0 feet; thence north 24°38' east a distance of 275.0 feet to the highway right of way line; thence along said right of way line on an 1860.0 foot radius curve to the right (whose long chord bears south 64°55' east) a distance of 29.5 feet; thence south 64°27' east along said right of way line a distance of 320.5 feet to the point of beginning; containing 1.43 acres, more or less.

and

WHEREAS, it appears that the said parcel of land is owned and in the possession of James Noregaard and Jeanne Noregaard; and that the Federal Land Bank of Spokane holds a first mortgage on certain real property belonging to James Noregaard and Jeanne Noregaard, his wife, and W. G. Asher and Rebecca Asher hold a second mortgage on certain real property owned by James Noregaard and wife, and therefore claim an interest in the property herein described, and

WHEREAS, it is in the judgment of the highway commission necessary that title to the said parcel of land be procured by the state of Oregon for the purposes herein set forth,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do and it does hereby by this resolution, declare the acquisition of said parcel of land to be necessary for the purposes herein set forth, and particularly for the maintenance of a portion of the state

highway system, and

BE IT RESOLVED, that an effort be made to agree with the owners of said tract of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event no satisfactory agreement can be reached then it is hereby further resolved that the attorney general for the state of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to negotiate with the said parties for the acquisition of said parcel of land, and in the event they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suits or actions as shall be necessary and appropriate to acquire title to said premises and all rights therein for the purposes herein set forth.

The motion was duly seconded and carried.

Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423 of the Laws of Oregon for 1917, and by the provisions of Chapter 395, Laws of 1921, that certain highway designated as the Roosevelt Coast Military Highway, and definitely described and defined as follows, to wit:

"Beginning at Astoria, and running thence to Seaside and south into Clatsop County to the Tillamook County Line, thence through Tillamook, Lincoln, Lane, Douglas, Coos and Curry Counties in the State of Oregon to the California State Line."

has been designated and declared to be a state highway, and it is determined and declared to be a state highway, and it is further determined and declared that said highway shall be permanently constructed and maintained by the state highway commission; and

WHEREAS, the State Highway Commission has designated and adopted said highway as one of the highways to be permanently improved, which said highway is known in the highway records as state highway No. 9; and

WHEREAS, in the permanent improvement and construction of said highway, it is found to be and has been declared necessary by the State Highway Commission, and the said highway commission does hereby determine and declare that it is necessary and advantageous to the state that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the parcel of land hereinafter described for the purpose of procuring therefrom materials for use in the construction, improvement and maintenance of the said road in Curry County, State of Oregon; and

WHEREAS, there is found upon and under the parcel of land hereinafter described, gravel, gravel beds, rock, sand, boulders, and other mineral deposits and formations suitable for road construction, road improvement, road betterment, and road maintenance; and

WHEREAS, it is the judgment and decision of the State Highway Commission that said parcel of land is to be acquired by the said State for the purposes herein stated, the said parcel of land being described as follows:

Beginning at the east $\frac{1}{4}$ corner of section 19, T. 38 S. R. 14 W. W. M.; thence S. 68°08' E. a distance of 232.6 feet to the westerly right of way line of the Roosevelt Coast Highway, 30.0 feet distant, measured at right angles, to the center line of said highway at engineers station 727+51.7; thence along the said westerly right of way line on a curve to the right, whose tangent at point of beginning bears S. 28°32' W., a distance of 224.8 feet; thence continuing along said right of way line S. 49°04' W. a distance of 264.4 feet; thence N. 35°03' W. a distance of 517.5 ft.; thence N. 17°00' W. a distance of 900.0 feet; thence east a distance of 165.0 feet; thence S. 17°00' E. a distance of 900.0 feet; thence east a distance of 270.0 feet to the point of beginning; containing 6.67 acres, more or less.

ALSO:- A strip of land 40 feet in width, lying on the easterly side of, adjoining and parallel to the easterly right of way line of the Roosevelt Coast Highway in the SE $\frac{1}{4}$ of Section 19, T. 38 S. R. 14 W. W. M., which right of way line is 30 feet distant and parallel to the center line of said highway; the said strip of land extending from a line perpendicular to the said center line at engineers station 735+50 to a line perpendicular to the said center line at station 741+50; the said center line being described as follows:

Beginning at engineers center line station 735+50, which point is 644.8 feet south and 347.2 feet west from the east $\frac{1}{4}$ corner of section 19, T. 38 S. R. 14 W. W. M.; thence S. 49°04' W. a distance of 118.5 feet to a point of tangency to a 358.1 ft. radius curve left; thence along said curve a distance of 351.1 ft.; thence S. 7°06' E. a distance of 130.4 ft. to station 741+50.0; said strip of land containing 0.46 acres.

All in Curry county, Oregon.

and

WHEREAS, it appears that said parcel of land is owned by J. W. Walker and Harriett L. Walker, husband and wife, and in their possession; and

WHEREAS, it is in the judgment of the highway commission necessary that the title of the said parcel of land be procured for the purposes herein stated;

THEREFORE, BE IT RESOLVED, that the said above described tract of land be declared by this resolution to be necessary for the proper construction, improvement and maintenance of said highway in Curry County; and

BE IT FURTHER RESOLVED that an effort be made to agree with the owner of said tract of land upon the compensation to be paid for the taking of the same, and the damage, if any there be, and in the event that no satisfactory agreement can be reached, then it is hereby further resolved that the attorney-general of the State of Oregon, and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to negotiate with said parties for the acquisition of said parcel of land, and in the event that they are unable to reach an agreement, then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises, and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

The following requests for extensions of time were received:

R. W. Stevenson, contract No. 874, surfacing Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, requested an extension of time to May 31, 1927. The Engineer reported that the project was completed except for maintenance materials and due to a late spring it had been impossible to start earlier, therefore, he recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Wm. Endicott, contract No. 936, grading Metolius Cut-off Section of The Dalles-California Highway in Jefferson County, requested an extension of time to April 30, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. L. Camp, contract No. 924, resurfacing Green Springs Mountain Section of Ashland-Klamath Falls Highway, requested an extension of time to June 15, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

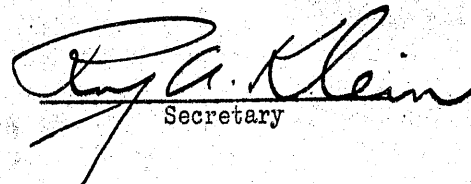
No further business coming before the Commission, the meeting was adjourned.

Wm. A. Klein
State Highway Engineer
and Secretary

Wm. A. Klein
Chairman
H. B. Baudry
Commissioner
C. L. Camp
Commissioner

Salem, Oregon, May 2, 1927.

A petition for a rehearing on the proposed boundaries of the Falls City-Valsetz Highway Improvement District from the Willamette Valley Lumber Company, the Chas. K. Spaulding Logging Company and the Wm. W. Mitchell Company was filed April 28, 1927. After considering the contents of the petition, the Chairman set the date of May 14th at 2 o'clock P. M. for the meeting to be held at Victory Hall, Falls City. The Secretary was instructed to prepare the notice of the meeting, advertise it in the local papers and post it on the public bulletin boards as usual.


Secretary

Falls City, Oregon, May 14, 1927.

The meeting was called to order at 2 o'clock P. M. in Victory Hall. Present were:

Wm. Doby, Chairman
C. E. Gates, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

The Secretary read the call of the meeting as follows:

TO WHOM IT MAY CONCERN:

You are hereby notified that a petition has been filed with the Oregon State Highway Commission asking for a further hearing on the proposed form of petition, proposing the organization of a highway improvement district under the provisions of Chapter 399, General Laws of Oregon, 1921, said district to be known as the "Falls City-Valsetz Highway Improvement District." The land which it is proposed by said petition to include within said district is described as follows, to wit:

Beginning at the Northeast corner of Section 22 Township 7 South, Range 6 West of the Willamette Meridian in Polk County, Oregon; thence running westerly and following the established section lines 13 miles to the Northwest corner of Section 22 in Township 7 South Range 8 West, thence North 1 mile to the Northeast corner of Section 16 in said Township and Range; thence West along the established section lines 3 miles to the Northwest corner of Section 18 in said Township and Range which said point is on the boundary line between the Counties of Lincoln and Polk in said State; thence South 16 miles along said Range and County line to the Southwest corner of Section 31 in Township 9 South Range 8 West of the Willamette Meridian; thence East

following township line 1 mile thence South along said County line to the Southwest corner of said Polk County, Oregon, thence Easterly 8 miles following the South line of Polk County as laid out, established and changed to the East line of Section 9 Township 10 South Range 7 West; thence North to the Southeast corner of Section 28 Township 9 South Range 7 West; thence East 3 miles to the Southeast corner of Section 25 Township 9 South Range 7 West; thence North 5 miles following the Range line to the Southeast corner of Section 36 Township 8 South Range 7 West; thence East 4 miles to the Southeast corner of Section 34 Township 8 South Range 6 West, thence North 9 miles to the place of beginning, all of said above described land lying and being within the said County of Polk in the State of Oregon.

You are further notified that the Highway Commission has granted the petition for said further hearing and that Saturday, the 14th day of May, 1927, at the hour of 2 o'clock P. M. of said day in Victory Hall, Falls City, Polk County, Oregon, has been set as the time and the place for hearing on and for approval or disapproval of said form of petition, the contents or matters set forth therein, and the boundaries of said proposed district.

Any persons desiring to protest the organization of said proposed district or desiring to be heard with reference to any of the matters therein set out are hereby notified to appear before the Commission at the time and the place herein designated and file with said Commission at said time, or prior thereto, their objections or protests in writing.

Dated this 2nd day of May, 1927.

OREGON STATE HIGHWAY COMMISSION,

By WM. DUBY, Chairman
H. B. VAN DUZER, Commissioner
C. E. GATES, Commissioner

Attest:

ROY A. KLEIN, Secretary

The Secretary read the petition for rehearing submitted by the Willamette Valley Lumber Company, the Chas. K. Spaulding Logging Company and the Wm. W. Mitchell Company.

Oscar Hayter, Attorney for the Willamette Valley Lumber Company, introduced a sworn statement prepared by R. S. Kreason, showing a total assessed valuation of all property within the district as proposed to be \$1,933,725 for 1926.

Mr. Hayter introduced as a witness Edward J. Himes, Civil Engineer of Dallas, who filed a map showing the route of the present road

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from Falls City, Valsetz via Rock Creek to the county line, showing an approximate length of 25 miles. Profiles of the present road were filed showing a summit elevation of 2360. Estimates were also furnished which disclosed a total cost of grading and surfacing of \$220,000.

Mr. Hayter introduced Porter King, Field Inspector from the State Forester's office. Mr. King stated that he was familiar with the area within the district, that only a very small percentage could be farmed, that it was not good grazing land but was soon overgrown with blackberries and fern, that the hillsides were steep and erosion would follow with removal of forest cover and that the best use of the land was reforestation. He cited several instances where fire had been kept out and a satisfactory new growth had been started. Mr. King referred to the danger of forest fires from camp fires and burning cigarettes and stated that a new road would introduce a hazard in this respect.

E. K. Piasecki, attorney of Dallas, appeared for a group of farmers living east of Falls City and filed a petition remonstrating against the formation of the district. He urged that there was plenty of good land available in the Willamette Valley near improved roads without the necessity of clearing the hill lands and building new roads.

J. T. Mahoney stated that he had farmed a homestead on the Siletz River and raised crops and secured a good return. Chas. Ast stated that he had a place four miles west of Falls City on the present Valsetz Road and that he had raised corn, wheat, rye, strawberries, etc. for 8 years.

J. A. Reaper said that he had taken up a homestead in 1921 a mile north of Falls City and that he had 20 acres cleared and was producing crops equal to any in the valley. He reported that 100 tons of small fruit was marketed from five farms adjoining his.

E. M. Pettycrew stated that he had a farm in Lincoln County on hill land and for 10 years had raised vetch, strawberries and beans. Mrs. Ida Dunn stated that she was a resident and taxpayer of the district and endorsed the road.

A petition signed by 32 residents of Road District No. 19 was presented remonstrating against the inclusion of a part of Road District No. 19 comprising 42 sections, in the proposed highway improvement district. Their objection was that their local road district tax funds for local roads would be endangered by the greater levy for the support of the proposed larger district.

Mr. George T. Gerlinger, President of the Willamette Valley Lumber Co., indicated to the Commission on the map the lands owned by his company, stating that along the proposed road they had no timber but some logged off land. From their main holdings in the Little Luckiamute drainage, the proposed highway could not be reached except by connecting up hill roads which were not practical, since the ridge was followed from Falls City to the summit near Cold Springs. He stated that of the 10,000

acres of logged off land which his company owned, at least 8,500 acres of it must go back to forest as the cost of clearing would be excessive for farming. Mr. Gerlinger further stated the proposed road would not benefit their holdings at all.

Mr. Hayter introduced Walter L. Spaulding, Secretary and Assistant Manager of the Chas. K. Spaulding Logging Co., who stated that their company owned 30,000 acres in the district, part of which was on Rickreall Creek. He pointed out that there was a range of hills between Rickreall Creek and the Little Luckiamute River which it was not feasible to cross, hence the proposed road would not benefit any property in the Rickreall Creek drainage. Mr. Spaulding also stated that his company owned timber in the southeast corner of the district in the Big Luckiamute drainage which could not be served by the proposed road since it would be necessary to cross a range of mountains to reach it. Mr. Spaulding said that they would consider the proposed road a liability rather than an asset on account of the fire hazard, and further that they would prefer to pay money to keep it out rather than to have it built. In response to a question by the Chairman, Mr. Spaulding stated that about one-third of the area of their holdings had been logged off but not nearly one-third of their timber. Various questions were asked regarding the sale of logged off land to which he replied that they did not wish to sell small tracts but would sell in larger units.

M. W. Worthington stated that he had been located in the vicinity for 35 years and knew that the land was productive. G. C. Dever stated that if the lumber companies would sell their logged off land, people would take it up.

E. C. Richardson said that he owned 160 acres that the road would pass through and he would be glad to pay the extra taxes to have the road, and would give the right of way. D. M. Howell stated that while the road passed through logged off land near Falls City, the object was to get the people out who lived beyond over the summit.

H. H. Saxton stated that he owned one thousand acres in the southwest corner of Polk County and if the road is built he would go on it and improve it and that further the right of way would be given free. Asked regarding present improvement of his land by Commissioner Gates, he stated that there was some clearing, but of late years it has largely grown up to brush.

Ellis H. Breeden said that he owned 200 acres 5 miles out of Falls City and intended to start a cattle ranch if the road was built. Mrs. Ellen Duncel stated that she owned 640 acres on the proposed route on Rock Creek adjoining the Lincoln County line where they had lived 10 years, but would have to give it up if they did not get a road. She stated that they would give a right of way and were willing to pay additional taxes.

Mr. Gerlinger interjected that no one had disputed the fact that the soil was rich and would grow anything, but that clearing costs made it

prohibitive.

W. B. McKown stated that he was a resident and taxpayer of Falls City and that he felt that the timber owners should pay their share because when they bought the timber it cost them very little. H. V. Doe of Salem said that he owned 160 acres on Rock Creek which probably would be crossed by the proposed highway. He said further that free right of way and \$100 cash would be donated toward the road. Ward K. Richardson of Salem stated that he was interested in 500 acres in the vicinity of the road and was very much in favor of it.

T. W. Munyon of Falls City asked if the Commission had asked for the survey made by E. J. Himes to which the Chairman replied in the negative.

R. H. Butler said that he owned 200 acres on the proposed route and that he would be willing to donate the right of way. J. G. Heltzel of Salem urged that from a broad viewpoint of development, this road should be built.

E. J. Himes of Dallas stated that he was employed by Mr. Hayter to make a survey of the present road and that it represented conditions as they were. Very probably, he stated, many changes would be made in the final location.

A. A. Muck of Falls City stated in response to a question by Commissioner Gates that the estimate of the proponents of the district of the cost of construction of the road was \$250,000.

E. M. Pettycrew stated that he did not think the road should cost more than roads they were building in Lincoln County.

Ira C. Mehrling, a farmer east of Falls City, said the road would cost him \$50 to \$60 a year in additional taxes and would not benefit him any.

L. E. Oberer, President of Salem Realty Board, said that they were interested in the road from the viewpoint of development of the district. Mrs. Julia Miller stated that she had lived 15 years 2 miles from Falls City on the proposed road and was in favor of it.

A. A. Muck said that the road would help not only the people living along the road, but many beyond the county line in Lincoln County. He urged the Commission to approve the boundaries and give the people a chance to vote on it.

Ritta M. Alderman, owner of a small farm east of Falls City, opposed the formation of the district.

J. M. Reeder stated that he lived in the southwest corner of the county and represented the Siletz River Valley. All of the residents in that section desired the road in order to come out by a direct route.

In response to a question from Mr. Gerlinger, he stated that he lived six miles from the Corvallis-Newport Highway but could not reach it on account of no road and hills between. G. D. Mott and Hal D. Patton of Salem expressed themselves in favor of the road.

Mrs. Abigail W. Watt filed a statement showing the valuation of school districts, and a map showing road districts of Polk County. A printed statement of the County Assessor showing valuation of various road districts was also filed. Some controversy developed as to the figures on the total valuation of the district, the proponents claiming Mr. Kreason's statement was not complete and offering a statement prepared by J. R. Sibley of Dallas.

Chairman Duby made the following statement for the Commission: "There seems to be an impression here that this road will be a state road. The law under which this district may be created does not make this proposed road a state road nor will it receive state funds."

C. L. Starr, representing the Wm. W. Mitchell Co., argued against the formation of the district and the approval of the boundaries as proposed.

At 6:30 P. M. the meeting was adjourned. At a conference in the Marion Hotel, Salem, later in the evening, after further consideration by Chairman Duby and Commissioner Gates, it was decided that each would advise the Secretary of his vote. Under date of May 16, 1927, Chairman Duby advised by letter:

"After leaving Salem yesterday I went back to Falls City and west on the proposed road about 11½ miles and made a careful survey of conditions and considering this from a local standpoint in my judgment the expenditure that would be required could not possibly be justified and I think the estimate furnished by the engineer, Mr. Himes, is undoubtedly too low and the amount of money that could be raised under the law in the proposed district would not be sufficient to build the road that they are asking for; for that reason I cannot approve the boundaries as proposed by the proponents of the claim for the district."

Under the same date Commissioner Gates submitted a written statement:

"Confirming my decision on the Falls City-Valsetz Super Road District. I desire placed on record in writing the following:

"First--The benefits to be derived from the building of this road does not justify the expense of construction.

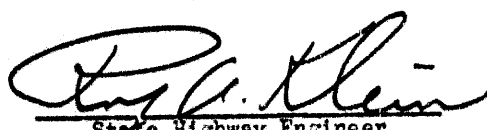
"Second--The boundaries of the district are such as to include too many who cannot possibly have access to the road or in any way receive any benefits from the building of such road.


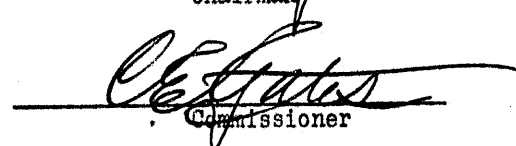
"Third--If the boundaries were reduced, the property left to be taxed would not have assessed valuation sufficient to raise the necessary funds to build the road.

"Fourth--From my observations in driving over the proposed route, the people living on each side of the ridge and who would be included in the district, would not and could not have access to the road without additional expensive roads being constructed leading to the ridge road.

"Furthermore, I believe it to be purely a county proposition in which the road district in question now has the right to vote a millage levy on the district sufficient to build a market road, which classification this road should come under -- therefore I consider it my duty to vote no on the request to establish a Super Road District to build the Falls City-Valsetz Road."

In accordance with previous instruction the Secretary advised the press of the decision, disapproving the form of petition and boundaries of the proposed Falls City-Valsetz Highway Improvement District.


State Highway Engineer
and Secretary


Chairman

Commissioner

Portland, Oregon, May 24, 1927.

The Commission met in Room 404 Multnomah County Courthouse at 10 o'clock A. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
C. E. Gates, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

BAKER COUNTY
MILES BRIDGE-UNION COUNTY LINE SECTION
WINGVILLE MARKET ROAD
GRADING BOTH UNITS COMBINED

| | Concrete Pipe | Corr. Iron Pipe |
|---------------------------|---------------|-----------------|
| H. C. Boyer | \$35,700.00 | \$35,246.00 |
| Security Construction Co. | 36,071.00 | 35,418.00 |
| Earl L. McNutt | 39,637.50 | 39,840.00 |

Cont'd

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Miles Bridge-Union County Line Section - cont'd

| | | |
|---------------------------------|-------------|-------------|
| F. L. Brown | \$39,263.00 | \$40,027.00 |
| Crick & Kuney | 40,885.00 | 40,931.00 |
| H. E. Cornell | 36,804.00 | 36,804.00 |
| Bechill, Middlebrooks & Hebring | 41,407.00 | 41,632.30 |
| Wm. Endicott | 43,842.00 | 43,670.50 |

MARION COUNTY - MARKET ROAD NO. 7
BRIDGE OVER PUDDING RIVER

| | |
|------------------|-------------|
| O. M. Olda | \$ 4,532.40 |
| Jas. F. Johnston | 5,334.00 |
| Storaasli & Geer | 6,569.40 |

SALEM-DALLAS HIGHWAY
CONCRETE DECK ON WILLAMETTE RIVER BRIDGE

| | |
|-----------------------------|-------------|
| Lindstrom & Feigenson | \$21,850.00 |
| W. W. Head Construction Co. | 21,964.50 |
| Gilpin Construction Co. | 23,032.10 |
| J. J. Badraun | 23,965.00 |
| H. E. Doering | 24,285.00 |
| Jerry Barnard & Co. | 26,565.59 |
| O. N. Pierce & Co. | 26,750.00 |
| Geo. F. Reeves | 28,450.00 |

APPROACH FILL AT WILLAMETTE RIVER BRIDGE AT NEWBERG

| | |
|----------------|------------|
| Earl L. McNutt | \$2,350.00 |
|----------------|------------|

RECONSTRUCTION OF WILLAMETTE RIVER BRIDGE AT NEWBERG

| | |
|----------------------------|-------------|
| Clackamas Construction Co. | \$28,760.00 |
| Lindstrom & Feigenson | 31,375.00 |
| J. J. Badraun | 32,310.00 |

Guy Cordon, District Attorney of Douglas County, and Commissioners Beckley and Clough stated that the County Court had endeavored to secure the right of way for the Roosevelt Highway across the Winchester Bay townsite but that the owners asked unreasonable amounts. They suggested an alternate route following the platted streets which required three additional curves, one of which was a 28 degree curve with 90 degrees of central angle. It was pointed out that the additional right of way required on the corners on the proposed alignment would offset in part the cost of right of way on the adopted location. W. A. Lovelace of Reedsport offered the information that the owners estimated a value of \$2500 difference in favor of this line using the platted streets. It was pointed out that the adopted direct location had been made several years ago, that there were no improvements on the property crossed, that this unit was only a small part of the entire townsite which existed largely on paper, that the streets were not graded and that it was not incorporated.

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For the further reason that the townsite property derived its value largely from the construction of the highway, the Commission considered that the townsite plat should be replatted and revised to conform to the highway rather than change the highway route and introduce unnecessary curvature. Therefore, the request for a change in alignment was denied. No definite answer was given by the representatives of the County Court as to whether they would get the right of way or not, and the Attorney was instructed, in the event that the Court neglects or refuses to secure it, to proceed as provided by law and secure the right of way and charge it to the county.

C. H. Tichenor of Portland appeared in behalf of the Port Orford Chamber of Commerce in the matter of the proposed acquisition of the property between the Roosevelt Highway and Battle Rock at Port Orford. He stated that several of the owners had agreed to sell at actual cost to them but that one was unreasonable and his property probably would have to be condemned. It was estimated that the entire tract desired could be secured for \$3000 and it was very desirable to gain possession before lots were bought up for commercial purposes. The Commission were sympathetic with the plan but felt that the price asked was too high and advised Mr. Tichenor to take it up further with the Port Orford people and see if the price could not be reduced.

J. W. McCulloch of Portland, representing people in the southern part of Harney County, asked that the Central Oregon Highway be continued from Crane via the Malheur River through Riverside and Juntura. Former Judge Johnson of Burns, Commissioner Buchanan and J. L. Vanderveer opposed this change in the route as adopted via Drewsey. The Engineer presented a map showing several routes between Burns and Juntura with approximate profiles on each. The Malheur River route via Crane and Riverside to Juntura showed a distance of 82.3 miles, the market road route via Buchanan, Vanderveer and Drewsey to Juntura, 74.5 miles. An intermediate route extending directly east from Burns, following Clear Creek and passing about 8 miles south of Drewsey, showed a total length of 60 miles, all distances being between Burns and Juntura. Judge Johnson asked the Commission to advertise the 11.4 mile grading unit between Buchanan and Vanderveer on which he stated the county has bond funds available. However, the Commission wished further information concerning the alternate route across Stinking Water Mountain which would save considerable distance over the market road route and at the same time pass through Drewsey. The Engineer was instructed to report on this matter at the next meeting.

The Harney County representatives urged the surfacing of the Sage Hen Hill-Burns Section of the Central Oregon Highway 13.6 miles in length which was graded several years ago. The county offered \$15,000 cooperation. The Engineer was instructed to furnish an estimate at the next meeting.

C. H. Miller of Redmond and N. G. Wallace of Prineville asked for the Mitchell-Dayville project this year. Commissioner Van Duzer replied for the Commission that at this time funds were not available but

that the Commission are committed to the project and barring unexpected developments they expect to place a part of this unit at least under contract by fall.

Judge Patterson and Commissioner Shaw of Grant County brought up the Beech Creek Forest Project which had been included in the 1927 Forest Road program and financed on a basis of \$20,000 state funds and \$20,000 Government funds. Mr. H. D. Farmer, Engineer for the U. S. Bureau of Public Roads, reported that the total amount appropriated would not be sufficient to build the grade on a Forest Service 14 foot standard and surface 8 feet wide, from the south end of the completed project south to the forest boundary. The Bureau of Public Roads preferred either to raise more funds and complete the project to the forest boundary or to use present available funds and widen the present grade where most needed and surface with a single strip, as they did not wish to have a small unit of one or two miles left uncompleted within the forest boundary. This last plan they considered would cost about \$25,000. The Government funds were all tied up in the present program and the county representatives stated that no county funds were available. It was suggested that only the grading be placed under contract this year and the surfacing next year and thus keep within the funds. Mr. Farmer, however, stated that it was planned to do the surfacing from the contractor's set-up on the northerly project now under construction, hence to secure the advantage of the present set-up, the work would have to be done this year. After consideration, the Commission decided to limit the project to the funds previously provided; i. e., \$20,000 state and \$20,000 Government and complete the project as far as this amount would cover, to standard forest 14 foot grade and single strip surfacing.

Judge Patterson asked for the designation of the road from Long Creek to Hamilton as a forest highway. Chairman Doby replied, "We will ask the Forest Service for a report on that project."

Judge Patterson asked for a survey of the unconstructed portions of the Pendleton-John Day Highway so that the Grant County Court may know where to spend any money that they may have for this road. The Chairman replied that no definite promise could be made now.

Judge Barnard of Lane County and F. E. Chambers, representing the Eugene Chamber of Commerce, reported that a sawmill had been erected on the shore line about one-quarter mile from the lower end of Triangle Lake on the Willamette Valley-Florence Highway and would soon begin cutting off the timber bordering on the Lake. Mr. Chambers urged the desirability of preserving this property as a natural park. Messrs. L. and H. Bauman, owners of the sawmill were present and stated that they owned 85 acres with approximately 7,000,000 ft. B. M. of timber and that was a large amount of standing timber available for a long operation. They stated the capacity of their mill was 75,000 ft. B. M. per day. Division Engineer Sawyer was instructed to make an immediate investigation and furnish the Chamber of Commerce at Eugene with a copy of his report.

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Judge Barnard, Commissioner Hurd of Lane County and a delegation of citizens from Lane County were present in the interest of the Willamette Highway. The delegation consisted of David M. Graham, George McMorran, Ray O'Donnell and J. A. McLean of Eugene, Clyde Fiske, E. T. Templeton, E. E. Smith and E. R. Davis of Oakridge. Mr. Graham, Chairman of the Roads and Highways Committee of the Eugene Chamber of Commerce, as spokesman, urged the construction of the Willamette Highway, using the \$256,000 of county bond funds available first with the state agreeing to complete the road. The Engineer reported that a resurvey and new estimate of cost covering the first eight miles east of Lowell had been made as directed by the Commission. The previous Bureau of Public Roads' survey had been revised and improved but the estimate of cost was approximately the same, hence it seemed advisable to accept the old figures as substantially correct for the remaining distance to Oakridge. Commissioner Van Duzer asked the delegation if they did not think that it would be more important to Eugene and Lane County to complete the Mitchell-Dayville Unit and thus provide a through east and west highway across the state passing through Eugene. The delegation were unwilling to concede this as a substitute for the Willamette Highway and again urged the Commission to make some arrangement whereby the county could expend its funds and the state follow later. No answer was given by the Commission.

Judge Sawyer of Deschutes County and Ray Conway reported on a trip over the McKenzie Pass on May 22, 1927. They said that 15.7 miles were now covered and that for $1\frac{1}{2}$ miles the depth was over 6 feet. Judge Sawyer urged that a snow plow crew be assigned to this project to open up the road. On motion of Commissioner Gates which was carried, Division Engineer Wanzer was instructed to take in a snow plow and work from the east end above Sisters westward.

Judge Sawyer suggested that the city of Bend will soon do some crushed rock surfacing on the city streets and that probably arrangements could be made whereby the Pilot Butte grading project $1\frac{1}{2}$ miles in length could be surfaced by the same contractor. The Commission were agreeable to placing this section under contract provided suitable arrangements could be made for continuing both jobs or otherwise taking advantage of the larger quantities.

The Engineer reported that the survey for the Lebanon-Sheas Hill Section of the Santiam Highway had been completed and an estimate prepared. After viewing the maps, the Commission accepted the Engineer's report and adopted the definite location of this section.

Judge Payne of Linn County and J. H. Ralston and C. E. Sox of Albany stated that they were well pleased with the location of the Lebanon-Sheas Hill Section and that they had already started to secure the right of way required. They urged that the project be advertised for bids to be received at the next meeting, stating that they would secure the right of way before that date. The Commission stated that funds were not available for the state one-half, whereupon Judge Payne stated that the county had \$60,000 available which could be used first.

Under these conditions, the advertising for bids on the grading of the 17.2 mile unit of the Lebanon-Sheas Hill Section was ordered.

L. M. Travers, Al Pierce, R. De Moss, and _____ Groves of Corvallis were present in the controversy regarding the names Pacific and West Side Pacific Highways. Commissioner Gates suggested as a compromise that a large sign be erected at the highway junction in Junction City with the words "Pacific Highway" in large letters across the top and the important cities and distances on both the east and west sides arranged in parallel columns. This, however, did not appear to be acceptable. The delegation's previous proposal to call the highway Pacific Highway, East Side and Pacific Highway, West Side was discussed, as well as the routing provided in the law via Forest Grove and Hillsboro. No definite conclusion was reached.

At four o'clock a tabulation of the bids received was read and the following disposition was made:

Ferry slips at Rogue River, Roosevelt Coast Highway, Curry County. No bids having been received, on motion which was carried, the Engineer was instructed to do this work with state forces by day labor.

Bridge over Pudding River on the Silverton-Central Howell Prairie Market Road in Marion County. Inasmuch as this project was advertised for Marion County, the bids were referred to the County Court.

Reconstruction of bridge over Willamette River near Newberg on St. Paul-Newberg Market Road. Inasmuch as this project was advertised at the request of the Marion and Yamhill County Courts, the bids received were referred to the two County Courts.

Approach embankment on south side at Willamette River bridge at Newberg. Inasmuch as this also is a county project advertised for the County Courts of Marion and Yamhill Counties, the bids received were referred to the two County Courts.

Concrete deck on the Willamette River bridge at Salem on the Salem-Dallas Highway. On motion which was carried, the contract was awarded to Lindstrom & Feigenson, the low bidder, at \$21,850.00.

Market Road projects in Baker County: (a) Miles Bridge-Union County Line Section of the Baker-Medical Springs Market Road, 5.95 miles in length; (b) Wingville Market Road, 2.0 miles grading. At the request of the County Court of Baker County for whom the project was advertised, the contract was awarded to H. C. Boyer, the low bidder at \$35,700 for both units combined using concrete pipe.

The Engineer reported that only one bid had been received for the rest rooms at Viento Park, Columbia River Highway, Hood River County, that of Kelly & Fasan of The Dalles at \$1,750.00. This bid being under the Engineer's estimate, it was accepted and the contract awarded to Kelly & Fasan.

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The Engineer reported that two bids had been received for the construction of caretaker's quarters at Lava Caves Park, The Dalles-California Highway, Deschutes County, as follows: Kelly & Fasan, The Dalles, \$2,045.00, and Luther Metke, Bend, \$840.00. On motion which was carried, the contract was awarded to Luther Metke, the low bidder, at \$840.00.

The Commission declined to execute an agreement with the Government on the Canyon City-Burns project since it provided a clause that the state would maintain it after two years. The project not being on the state highway system, the Commission could not maintain it with state funds, nor have they any way to require the county to do so. The Secretary was instructed to return the agreements for correction.

On motion which was carried, the minutes of the meetings of April 16 and 19, 1927 were approved.

The Attorney was instructed to appear for the Highway Commission in a hearing before the Public Service Commission on June 2 at which time the application of the Wilson River Toll Road Company for a certificate of convenience and necessity for the building of the Wilson River Toll Road was to be considered. The Attorney was instructed to oppose the granting of the certificate on the grounds that subsequent legislation placed toll road franchises under the State Highway Commission.

The recommendation of Chief Traffic Officer Raffety for the appointment of Hugh G. Whipple of Roseburg as a traffic officer was approved.

A remonstrance was received against the new location of the McKenzie Highway at McKenzie bridge. Inasmuch as the location which had been adopted appeared to be the most desirable, the Commission decided not to reopen the matter.

A request was received from the Pendleton Commercial Club to erect a sign on the right of way at the junction of the Columbia River and John Day Highways at Arlington similar to the one erected by the John Day Highway towns. On condition that the wording on the sign was comparable; that is, limited to names of the cities and distances on the Old Oregon Trail and that the size of the sign be limited to the size of the John Day Highway sign, permission was granted.

Commissioner Van Duzer was authorized to represent the Commission at the meeting of the Roosevelt Highway Association to be held in Portland June 6, 1927.

Commissioner Gates reported that he had arranged for a conference with the members of the California State Highway Commission to be held at Medford during the first week in June, the exact date not having been determined. At that time the California Commission would be on an inspection trip looking over roads in Northern California and the purpose of the meeting was to call their attention to the need of better connections

with Oregon. Commissioner Van Duzer stated that he would be present if possible.

To fill a vacancy on the Advisory Board on Tree Planting caused by the resignation of Jesse A. Currey, Commissioner Van Duzer suggested the name of Judge Chas. H. Carey of Portland which was unanimously agreed upon. Commissioner Van Duzer said that he would inquire if Judge Carey would serve before announcement was made of the appointment.

The County Court of Klamath County requested that the road from Klamath Agency to Chiloquin be approved as a market road and added to the market road map. On recommendation of the Market Road Engineer the addition of the Klamath Agency-Chiloquin Market Road to the market road system of Klamath County was approved.

Mr. George W. Buck, County Roadmaster of Multnomah County, stated that Multnomah County would soon be ready to advertise the Canyon Road revision and widening project. Inasmuch as the Washington County line comes in a cut and some of the material east of the line hauls into embankment on the Washington County side of the line, he asked if the Commission wished Multnomah County to include this portion between the Washington County line and a connection with the old road in the Multnomah County contract. This seemed advisable rather than let a separate contract and the Commission agreed to reimburse Multnomah County for expenditures between the Washington County line and the connection with the old road, and the cost of overhaul on material from the Multnomah side of the line into the embankment west of the line. Mr. Buck estimated the total cost of the state share at \$12,000.00.

The following projects were authorized and the Engineer was instructed to prepare plans and specifications and receive bids at the next meeting, June 23, 1927:

- Garibaldi-Hobsonville Section of the Roosevelt Highway in Tillamook County, surfacing 3.6 miles;
- Bridges over Euchre Creek and Hunters Creek on the Roosevelt Highway in Curry County;
- Waldport-Tidewater Section of the Alsea Highway in Lincoln County, 10 miles resurfacing;
- Pilot Butte Section of the Central Oregon Highway in Deschutes County, surfacing 1.4 miles;
- Lebanon-Sheas Hill Section of the Santiam Highway in Linn County, 17.2 miles of grading;
- Bridge over Deadwood Creek on Willamette Valley-Florence Highway in Lane County.

Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, it has been necessary to widen the roadbed, revise the alinement and provide pavement in order to make travel safer on the Astoria-Svensen Section of the Columbia River Highway, and

WHEREAS, in many instances it has been desirable to leave the old right of way and enter upon private property, and therefore becomes necessary to secure a right of way of a uniform width of eighty feet throughout measured from the center line of the revised alignment, and

WHEREAS, Clatsop County has heretofore, upon request of the Highway Commission, procured the right of way for the original construction of said highway and thereby fulfilled its obligation, and

WHEREAS, the County Court, acting for said County, can more expeditiously and promptly secure the new and additional right of way than can the Highway Commission, and

WHEREAS, the County Court of Clatsop County has offered to cooperate with and aid the Highway Commission in bringing about said highway improvement upon condition that said county be reimbursed for such sums of money as it may pay out or disburse in performance of the said work,

NOW, THEREFORE, BE IT RESOLVED by the Highway Commission that the offer of Clatsop County to aid the Highway Commission in securing additional new right of way and widening the present right of way of the Columbia River Highway in Clatsop County between Astoria and Svensen be accepted, and

BE IT FURTHER RESOLVED, that the State Highway Engineer certify to the State Highway Commission the amounts of money disbursed and paid out by the County Court for the above mentioned right of way under the supervision of the State Highway Engineer, and

BE IT FURTHER RESOLVED that the Highway Commission approve for payment the claim of \$6,263.12 to said County for such right of way when duly certified by the State Highway Engineer.

The motion was duly seconded and carried.

Acting under authority of Chapter 217, Section 28, Laws of 1927, the Commission designated as main traveled or through highways, the Pacific Highway between the Columbia River and the California state line, the West Side Pacific Highway between Portland and Junction City and the Columbia River Highway between Astoria and The Dalles. The Engineer was instructed to place signs at the entrances thereto from intersecting highways or roadways notifying drivers of vehicles to come to a full stop before entering or crossing the main highway. In the case of intersecting streets of incorporated cities, in cities of greater than 2000 population outside of Multnomah County, the engineer was instructed to request the city authorities to properly and uniformly sign the intersecting streets using the state standards. In the case of cities of less than 2000 population, the Engineer was authorized to place standard stop signs without expense to the

cities but instructed to request the city authorities by proper ordinance to designate the state highway route as a through route. It was understood that the City of Portland and Multnomah County will adopt the standard stop signs and will handle all signing within their jurisdiction.

The following requests for extensions of time were received:

Henry C. Boyer, contract No. 900, Unity-Hereford Section of the Baker-Unity Highway, grading, requested an extension of time to June 30, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. E. Cornell, contract No. 919, Timber Canyon Section of the Baker-Cornucopia Highway, Baker County, grading, requested an extension of time to June 30, 1927. The Engineer recommended that the extension be granted without penalty because of the fact that additional material had been required. Recommendation approved by the Commission.

D. T. Eaton, contract No. 877, Wren Overcrossing, Corvallis-Newport Highway, Benton County, requested an extension of time to May 10, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. E. Doering, contract No. 887, Rocky Creek Bridge, Roosevelt Highway, Lincoln County, requested an extension of time to June 30, 1927. The Engineer reported that the completion of this job had been delayed mainly because it was not started promptly and materials were not brought in during the summer months. He recommended that the extension of time be granted subject to engineering costs subsequent to the contract completion date. Recommendation approved by the Commission.

Portland Bridge Company, contract No. 889, bridge over South Fork of the Nehalem River on the Roosevelt Coast Highway near Mohler in Tillamook County, requested an extension of time to May 1, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Lee Hollenbeck and J. O. Griffiths, contract No. 923, grading Pilot Butte Section of the Central Oregon Highway in Deschutes County requested an extension of time to May 25, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

H. J. Hildeburn, contract No. 930, furnishing maintenance materials between Ontario, Vale and Nyssa in Malheur County, requested an extension of time to June 30, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, the Laws of Oregon, 1917, and by the provisions of Chapter 395, General Laws of Oregon, 1921, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission is authorized and directed to lay out, locate and designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Mt. Hood Highway within Clackamas County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and advantageous to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the parcel of land herein described for the purpose of procuring therefrom materials for the use of construction, improvement and maintenance of said highway system, and

WHEREAS, there is found upon and under the parcel of land hereinafter described, gravel, rock, and boulders and other mineral deposits and formations suitable for road construction, road improvement, road betterment and road maintenance, and

WHEREAS, it is the judgment and decision of the state highway commission that the said parcel of land should be acquired by the state for the purposes herein stated, which said parcel of land is described as follows, to wit:

Beginning at an iron pipe in the north right-of-way line of Market Road #16, which pipe is 30 feet north and 30 feet west of the quarter corner on the south line of section 32, T. 1 S. R. 4 E. of the W. M., running thence northerly and paralleling the north and south quarter line for a distance of 208.7 feet, thence westerly parallel to the south line of section 32, T. 1 S. R. 4 E. of the W. M. a distance of 208.7 feet, thence southerly and parallel to aforesaid quarter line a distance of 208.7 feet to the intersection of the north right of way line of Market Road #16, thence easterly and parallel to the south line of section 32, T. 1 S. R. 4 E. of the W. M. a distance of 208.7 feet to the point of beginning, said parcel of land containing 1.0 acres, more or less, in Clackamas County, Oregon.

WHEREAS, it appears that the said parcel of land is owned and in the possession of Z. Fitzgerald, and that J. H. Fitzgerald and Charles Fitzgerald, sons of Z. Fitzgerald, claim an interest in the property herein described, the nature of which is unknown, and

WHEREAS, it is in the judgment of the highway commission necessary that title to the said parcel of land be procured by the state of Oregon for the purposes herein set forth,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do and it does hereby by this resolution, declare the acquisition of said

parcel of land to be necessary for the purposes herein set forth, and particularly for the maintenance of a portion of the state highway system, and

BE IT RESOLVED, that an effort be made to agree with the owners of said tract of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event no satisfactory agreement can be reached then it is hereby further resolved that the attorney-general for the state of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to negotiate with the said parties for the acquisition of said parcel of land, and in the event they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suits or actions as shall be necessary and appropriate to acquire title to said premises and all rights therein for the purposes herein set forth.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, the laws of Oregon, 1917, and by the provisions of Chapter 395, General laws of Oregon, 1921, that certain highway designated as the Columbia River Highway, which said highway is known and otherwise designated in the records of the State Highway Commission as State Highway No. 1, has been designated and declared to be and has been adopted as one of the state highways, and

WHEREAS, the State Highway Commission is directed by law to permanently improve and maintain the said highway, and

WHEREAS, for the permanent improvement and maintenance of said highway it is necessary that the state acquire rock, gravel, sand and other road building materials, and

WHEREAS, there are found upon and under the parcel of land hereinafter described, gravel, rock and other mineral deposits and formations suitable for road construction, road improvement, road betterment and road maintenance, all of which said materials are required by the state for the purpose of permanently improving and maintaining the said highway, and

WHEREAS, said materials are of a character suitable for road construction and road maintenance, and are conveniently located so that they may be produced, manufactured and appropriated to the advantage of the state, and

WHEREAS, the parcel of ground or tract of land upon which said materials are found and deposited, and which parcel or tract of land in the judgment and decision of the highway commission is

required and necessary for the purposes of road construction and road maintenance, is described as follows, to wit:

The following tracts or parcels of land in Sherman County, Oregon:

Commencing at a point which is nineteen hundred ninety (1990.0) feet west of the corner common to Sections 8, 9, 16 and 17, Township 2 North, Range 16 East, W. M., thence west a distance of four hundred (400.0) feet, thence north a distance of five hundred forty four and five tenths (544.5) feet, thence east a distance of four hundred (400.0) feet to point of beginning. The above described tract of land contains an area of five acres (5.0 acres).

ALSO:- A strip of land thirty feet in width, being fifteen feet on each side of the following described center line: Commencing at a point which is on the east boundary line of the above described tract of land, said point being nineteen hundred and ninety (1990.0) feet west and two hundred and two (202.0) feet north of the corner common to sections 8, 9, 16 and 17, township 2 north, range 16 east, W. M., running thence north 55°00' east a distance of eighty four (84.0) feet; thence North 13°28' east a distance of three hundred six (306.0) feet; thence north 43°29' east a distance of two hundred fifty three and two tenths (253.2) feet, thence north 16°09' east a distance of four hundred four and five tenths (404.5) feet; thence north 21°42' east a distance of two hundred (200.0) feet, more or less, to a point which is approximately at Engineer's station 286+32.1 on the center line of the Columbia River Highway. Saving and excepting that portion contained in the right of way of the Columbia River Highway, the above described tract of land contains an area of 0.83 acres.

and

WHEREAS, it is imperative that the state of Oregon have and acquire rock, gravel and other like deposits for use in the improvement and maintenance of said highway, and unless such materials are required said road cannot be properly or economically improved or maintained, and

WHEREAS, in the permanent improvement and maintenance of said highway and for the purpose of ingress and egress to and from the tract of land above described, which tract of land is being acquired for the purpose of procuring road building materials therefrom, as heretofore stated, it is necessary that the state have and acquire for roadway purposes, the following described tract or strip of land:

A strip of land thirty feet in width, being fifteen feet on each side of the following described center line: Commencing at a point which is on the east boundary line of the above described tract of land, said point being nineteen hundred and ninety (1990.0) feet west and two hundred two (202.0) feet north of the corner common to sections 8, 9, 16 and 17, township 2 north, range

16 east, W. M., running thence north 55°00' east a distance of eighty four (84.0) feet, thence north 13°28' east a distance of three hundred six (306.0) feet, thence north 43°29' east a distance of two hundred fifty three and two tenths (253.2) feet, thence north 16°09' east a distance of four hundred four and five tenths (404.5) feet, thence north 21°43' east a distance of two hundred (200.0) feet, more or less, to a point which is approximately at engineer's station 286+32.1 on the center line of the Columbia River Highway. Saving and excepting that portion contained in the right of way of the Columbia River Highway, the above described tract of land contains an area of 0.83 acres, in Sherman County, Oregon.

and

WHEREAS, the said last above described tract of land is in the judgment of the highway commission needed and required in order to provide a roadway from certain quarry site to the said Columbia river highway, without which roadway it will be impossible for the state to acquire, manufacture or appropriate the said road building materials; and

WHEREAS, it appears that the above described parcels of land are owned by David J. Fulton, John F. Fulton and James G. Fulton, as the children and heirs of David Fulton, deceased, and by Lulu B. Fulton, a widow of the said David Fulton, deceased, and said land is in the possession of the said parties, which said parcels of land are a part of a larger tract owned by and in the possession of the said persons, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the State of Oregon upon the grounds and for the reasons herein stated that title to said parcels of land be procured for road construction purposes and to make it possible for the State Highway Commission to procure, manufacture and have available for highway improvement and highway maintenance the road building materials herein specified,

THEREFORE, BE IT RESOLVED, that the highway commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the State of Oregon for the state to acquire the said parcels of land hereinabove described for the purpose of procuring materials therefrom for road construction and road maintenance purposes, and said commission does further declare that the acquisition of the said materials is necessary in order to procure the said materials for road improvement and road maintenance and to make it possible for the state highway commission to properly improve and maintain the said highway for the safe and convenient use of the traveling public; and the said commission does hereby further declare that the acquisition of said materials and the said parcels of land by the state will be of advantage to the state for the reasons and for the purposes herein stated, all of which reasons and purposes and necessities the commission does hereby declare and determine, and

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the State of Oregon, and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to negotiate with said parties for the acquisition of said parcels of land, and in the event they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein, for the purposes herein stated.

The motion was duly seconded and carried.

Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, the laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, that certain highway designated as the Columbia River Highway has been designated and declared to be, and has been adopted as a state highway, and

WHEREAS, the state highway commission is directed by law to permanently improve and maintain said highway, which highway is known in the highway records as State Highway No. 2, and

WHEREAS, it has developed that a portion of the said Columbia River in Hood River County is during periods of high water flooded to such an extent that traffic thereover is prohibited, and

WHEREAS, in order to provide a continuous roadway for traffic during said periods of high water, it is deemed and has been found by the highway commission to be necessary to procure additional right of way for the purpose of constructing thereover a permanent detour to be used during present and future periods of high water resulting from flood conditions and overflow from the Columbia River, and

WHEREAS, in order to provide a suitable and safe highway by the public during said periods, it is necessary and needful that there be acquired for right of way purposes the following described parcel of land:

All that portion of the property of Freeman and Sarah Turner included within a strip of land 30 feet in width, being 15 feet on each side of the center line of the Warren Creek Shoo-fly Section of the Columbia River Highway as surveyed over and across Lot 5 of Section 4, Tp. 2 North, Range 9 East W. M., which center line is located as follows:

Beginning at a point in Lot 5 of Section 4, Tp. 2 N. R. 9 East W. M., said point being approximately 763 feet south and 1252 feet west of the northeast corner of Lot 5 of section 4, Tp. 2 N. R. 9 E. W. M., and said point being engineers station 8+38.8 of the center line survey; thence S. 72°36' W. a distance of 83.5 feet; thence S. 83°59' W. a distance of 63.2 feet; thence N. 87°43' W. a distance of 68.9 feet; thence N. 82°33' W. a distance of 69.0 feet; thence N. 79°09' W. a distance of 90.0 feet; thence N. 77°59' W. a distance of 82.1 feet; thence N. 52°45' W. a distance of 58.7 feet; thence N. 56°00' W. a distance of 39.7 feet; thence N. 74°50' W. a distance of 31.2 feet; thence N. 53°13' W. a distance of 51.0 feet; thence N. 15°12' W. a distance of 50.6 feet; thence N. 46°42' W. a distance of 50.2 feet; thence N. 24°50' W. a distance of 58.7 feet; thence N. 50°22' W. a distance of 117.9 feet; thence N. 61°30' W. a distance of 108.0 feet to a point in the center of the pavement of the Columbia River Highway, said point being engineers station 18+61.5, which station is approximately 382 feet south and 2110 feet west of the northeast corner of lot 5 of section 4, Tp. 2 N. R. 9 E. W. M., in Hood River County, Oregon.

and

WHEREAS, said tract of land is in the judgment of the highway commission needed and is necessary and required in order to provide, as heretofore stated, a permanent detour and safe means of travel for the general public, and

WHEREAS, it appears that Freeman Turner and Sarah Turner are the owners and are in possession of the said parcel of land, which said parcel of land is a part of a larger tract owned by and in the possession of the said Freeman Turner and Sarah Turner, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state of Oregon upon the grounds and for the reasons herein stated, that title to said tract of land be acquired by the state for the purposes herein set forth.

THEREFORE, BE IT RESOLVED, that the highway commission and said commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire the said parcel of ground hereinabove described for right of way purposes, for use in connection with the proper construction, maintenance and use of the said Columbia River Highway, and for the purpose of maintaining a proper and safe roadway for the traveling public at all times.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the State of Oregon, and J. M. Devers, attorney for the State Highway Commission, be and they are

hereby requested to negotiate with said parties for the acquisition of said parcel of land, and in the event they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein, for the purposes herein stated.

The motion was duly seconded and carried.

No further business coming before the Commission, the meeting was adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Doby
Chairman
H. B. Van Duzer
Commissioner
C. E. Gates
Commissioner

Portland, Oregon, June 23, 1927.

The Commission met in Room 404 Multnomah County Courthouse at 10 o'clock A. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
C. E. Gates, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

CENTRAL OREGON HIGHWAY
PILOT BUTTE SECTION - SURFACING

| | Bid No. 1 Alone | Bid No. 2 With Bend Surfacing |
|-------------------------|--------------------|----------------------------------|
| Harness & Colby | \$13,500.00 | |
| Warren Construction Co. | | \$15,375.00 |

REDWOOD HIGHWAY
HAYES HILL-SHATTUCK CORNER SECTION - SURFACING AND RESURFACING

| | |
|--------------------------|-------------|
| Harness & Colby | \$65,077.50 |
| Simonsen & Hefty | 70,367.50 |
| C. L. Camp | 71,345.00 |
| Newport Construction Co. | 75,790.00 |
| John Hampshire | 78,785.00 |
| J. T. Logan | 79,812.50 |

SANTIAM HIGHWAY
LEBANON-SHEAS HILL SECTION - GRADING

| | |
|----------------------------|--------------|
| Slate Construction Company | \$104,848.00 |
| McKy, Culver & McKy | 111,231.60 |
| Swartley Bros. | 111,505.50 |
| E. L. Gates | 111,761.50 |
| Earl L. McNutt | 114,373.50 |
| Baker & Scharschmidt | 116,452.50 |
| Greenwood & Dann | 124,090.00 |
| Crick & Kuney | 133,636.00 |

ROOSEVELT COAST HIGHWAY
GARIBALDI-HOBSONVILLE SECTION - SURFACING

| | |
|-------------------------|-------------|
| Harness & Colby | \$15,860.00 |
| W. F. Cain | 19,650.00 |
| R. E. Johnson Co. | 20,625.00 |
| Stenstrom Bros. | 20,900.00 |
| Hardesty & Rigdon Bros. | 21,975.00 |
| Newport & Doherty | 22,305.00 |

ROOSEVELT COAST HIGHWAY
BRIDGE OVER EUCHRE CREEK

| | |
|---------------|------------|
| D. P. Plymale | \$7,775.00 |
| Sam Boudrye | 8,880.00 |

ROOSEVELT COAST HIGHWAY
BRIDGE OVER HUNTERS CREEK

| | |
|------------------|-------------|
| C. J. Montag Co. | \$23,235.00 |
| Sam Boudrye | 25,077.50 |

WILLAMETTE VALLEY-FLORENCE HIGHWAY
BRIDGE OVER DEADWOOD CREEK

| | |
|------------------------------|-------------|
| D. T. Eaton Construction Co. | \$24,656.50 |
| J. J. Badraun | 24,917.50 |
| Geo. F. Reeves | 26,565.00 |
| O. M. Olds | 27,095.00 |

A delegation from Harney County, consisting of R. J. Williams, County Judge, J. W. Buchanan and G. L. James, County Commissioners, A. I. Johnson, G. S. Williams, W. T. Vanderveer, Grover Jameson, Wm. Altman, D. E. Dilliman, J. M. Des Islets and J. W. Biggs appeared in the interest of the completion of the Buchanan-Vanderveer project east of Burns. They urged that the market road location via Buchanan, Pine Creek, Vanderveer and the Middle Fork of the Malheur River to Drewsey be adopted and the section between Buchanan and Vanderveer placed under construction. The Engineer reported on a location for the state highway route across Stinking Water Mountain which saved 10 miles of distance and offered

satisfactory alinement and had a summit only 113 feet higher than the market road location. Mr. J. W. Biggs as spokesman for the delegation urged that the county bond funds be used and the road constructed on the market road location through the valley which he said would offer more pleasant scenery to the tourist. W. T. Vanderveer argued against the Stinking Water Mountain route that it would be blocked in winter by drifting snow. G. S. Williams, who had the mail contracts for many years, told of snow conditions on the old road across Stinking Water Mountain. Matter held for further consideration.

Judge Williams asked for consideration of the surfacing of the Burns-Sage Hen Hill project on which the county had previously offered \$15,000 cooperation. The Engineer reported that the estimated cost for surfacing with crushed gravel the 13.6 mile section, raising embankment on 1.7 miles and providing additional drainage was \$58,278.00. The Commission accepted the county offer of cooperation and approved the project to be constructed when funds are available.

Judge Beltz and Commissioner Owens of Tillamook County asked the Commission to consider paving the 3.1 miles on the Moore Cutoff and the 4.4 mile section between Beaver and Hebo, both on the Roosevelt Coast Highway. Commissioner Van Duzer replied for the Commission that both of these sections of pavement were desirable, but it was necessary to conserve funds for opening up new sections of this same highway first.

Judge Beltz stated that he had sounded out public sentiment in the matter of the location south of Tillamook at the Trask River Crossing and the Court would like to discuss this matter with the Commission at their next meeting so that the definite location could be decided upon.

Judge Sawyer of Deschutes County and Judge Kelty of Lake County asked the Commission to determine the approximate location and secure designation of the highway north of Lakeview as a federal aid road. This location has been held in abeyance for several years pending the determination of the railroad extensions in Central Oregon. After consideration, Commissioner Van Duzer made the following motion which was carried: In view of the report of the District Engineer of the Bureau of Public Roads and the State Highway Engineer, with reference to the proper location of this highway, it is agreed by the Commission that application be made to the Secretary of Agriculture through the Bureau of Public Roads for inclusion in the Federal Aid System of the State of Oregon the highway from Lakeview northwest by way of Silver Lake (lake) to a point of connection on The Dalles-California Highway between Lapine and Crescent, in lieu of the previous designation by way of Silver Lake and Fort Rock north to a junction with the Central Oregon Highway. Judge Goddard of Klamath County was present, but stated that he was not familiar with the location proposed and had no suggestions to offer. Judge Kelty stated that Lake County would have some money to spend on this road next year whether state money was available or not.

Judge Goddard and Commissioners Short and Dunlap of Klamath County and Judge Kelty of Lake County urged the Commission to begin the grading at once of the Devil's Garden Section of the Klamath Falls-Lakeview

Highway, on account of the extremely bad condition of the present road. Commissioner Van Duzer stated for the Commission that they were committed to completing the Klamath Falls-Lakeview Highway but did not wish to go ahead until the litigation over the route between Dairy and Lorenz Mill was settled. After further discussion, the following motion was made by Commissioner Van Duzer and carried: After conference with the County Court of Klamath County with reference to completing the Klamath Falls-Lakeview Highway, it is agreed and understood that the sections just completed; i. e., Beatty-Bly grading and Beatty-Bly Mountain surfacing, be settled on the basis of cooperation previously agreed upon, that is 50% state and 50% county and that on the remaining sections, grading and surfacing Dairy to Lorenz Mill (common point), surfacing Beatty to Bly, grading and surfacing Bly to Forest Boundary (Devil's Garden Section) the total estimated cost of which is \$325,000, that the cooperation be one-third county and two-thirds state. It was understood that no work would be undertaken until the litigation over the route between Dairy and Lorenz Mill was disposed of.

Milton Miller and Leslie Scott, representing the Sons and Daughters of Oregon Pioneers, asked the Commission to pave the section of road about three-fourths mile in length leading to Champoege Park. The Commission replied that this road could not be improved without putting it on the state highway system and since it was not connected with any state highway, this could not be considered. Commissioner Smith of Marion County, who was present, stated that the Champoege road was a part of the Marion County market road system and had recently been improved by widening the grade, building new bridges and resurfacing. The Commission declined the request but told the Committee that the Commission would join with them at the next session of the legislature and ask for a special appropriation.

A conference was held with C. M. Granger and P. H. Dater, representing the Forest Service, and C. H. Purcell and H. D. Farmer of the Bureau of Public Roads. Mr. Purcell reported that no conference had yet been held with the Southern Pacific re encroachments on the Rainrock-Florence project, although the data had been submitted to the local representatives several months ago. Mr. Purcell stated that he considered it was the Commission's duty to make arrangements to occupy the railroad right of way. The Engineer was instructed to endeavor to secure a date for a conference between the Superintendent of the Southern Pacific Company and representatives of the Bureau of Public Roads, the State and Lane County.

The Bureau of Public Roads and the Forest Service presented a program letter appropriating out of government contingent funds the sum of \$26,000 for the grading of the Haystack Creek Section of the Heppner-Spray Forest project extending about six miles up Haystack Creek from the junction with the John Day Highway, to which would be added \$15,000 of Wheeler County funds. The letter also included the sum of \$3,000 of government contingent funds for surveys. Approved and signed by the Commission. It was agreed, however, that the construction of the Haystack Section would not be considered as a commitment for the remaining uncompleted unit of the Heppner-Spray forest project.

At the suggestion of the Bureau of Public Roads, the Commission agreed to divert \$40,000 of government funds to the Mt. Hood Loop widening and \$22,000 to the grading of the connection between The Dalles-California Highway and the East Entrance to Crater Lake Park from the \$75,000 government funds set up for the Rainrock-Florence Section.

Judge Barnard and Commissioners Hurd and Anderson appeared in the interest of the Willamette Highway and stated that they would not ask for improvement east of Oakridge but urged consideration of the Lowell-Oakridge Section on a new basis of cooperation; i. e., one-third County, one-third State, and one-third Government. They stated that Lane County had \$250,000 which they offered to turn over to the State to be expended first. If the total cost exceeded \$750,000, the Court would pledge itself to cooperate on the same ratio for the remainder. After consideration, Commissioner Van Duzer made the following motion which was adopted: "In response to the request of the Lane County Court that we start construction of the Willamette Highway between Lowell and Oakridge, it is agreed that we accept the cooperation offered by Lane County on the basis of 33-1/3 per cent and expend their money first of the aggregate total of \$250,000."

The Lane County Court asked for the construction of the Cheshire-Harpole Schoolhouse Section of the Willamette Valley-Florence Highway on which they asked the state to advance the money. Referred to the Engineer for estimate of cost.

Fred Assenheimer and James Ford of Gardiner, accompanied by Guy Cordon, District Attorney of Douglas County, asked for 2 1/2 miles of the Roosevelt Highway north of the Gardiner Section which would reach the Forest Boundary. They stated that the Gardiner road district had \$20,000 in cash available and asked that it be considered on the basis of one-third cooperation by the County and two-thirds by the State. Mr. Cordon stated that Douglas County would be willing to cooperate on a one-third basis all the way to the Lane County line. On motion by Commissioner Van Duzer which was carried, the offer of the Gardiner road district and Douglas County of one-third cooperation was accepted.

At four o'clock a tabulation of the bids was read and the following action was taken:

Pilot Butte Section of the Central Oregon Highway, Deschutes County, surfacing. On motion which was carried, the low bid was held for further consideration.

Hayes Hill-Shattuck Corner Section of the Redwood Highway, Josephine County, surfacing. On motion which was carried, the contract was awarded to Harness & Colby, the low bidders, at \$65,077.50.

Lebanon-Sheas Hill Section of the Santiam Highway, Linn County. On motion which was carried, the contract was awarded to the Slate Construction Co. at \$104,848.00.

Hobsonville-Garibaldi Section of the Roosevelt Coast Highway in Tillamook County. On motion which was carried, the contract was awarded to Harness & Colby, the low bidders, at \$15,860.00.

Bridge over Euchre Creek, Roosevelt Coast Highway, Curry County. On motion which was carried, the contract was awarded to D. P. Plymale, the low bidder, at \$7,775.00.

Bridge over Hunters Creek, Roosevelt Coast Highway, Curry County. The Commission announced that the low bid of C. J. Montag Co. at \$23,235.00 would be referred to the Engineer for investigation with authority to act.

Bridge over Deadwood Creek, Willamette Valley-Florence Highway, Lane County. The low bid of the D. T. Eaton Construction Co. at \$24,656.50 being satisfactory to the County Court of Lane County who are cooperating, on motion which was carried, the contract was awarded to the D. T. Eaton Construction Co.

R. J. Hubbard and W. A. Lovelace, representing the Umpqua Highway Improvement District asked for a survey through Reedsport to connect the Roosevelt and Umpqua Highways. Mr. Lovelace, as Chairman of the Board of Trustees, filed a copy of a resolution whereby the District agreed to pay one-third to a limit of \$10,000 in improving the connection through the city of Reedsport. The Commission instructed the Engineer to make the survey and report at the next meeting.

Judge Payne of Linn County and J. H. Ralston of Albany expressed themselves as satisfied with the bids received on the Lebanon-Sheas Hill grading project. Mr. Ed Knox of Portland, introduced by Mr. Ralston, told of driving the first car over the Santiam Pass for the 1927 season.

Judge Hunt and Commissioners Smith and Porter of Marion County accompanied by Seymour Jones, State Market Agent, C. E. Wilson, Secretary of the Salem Chamber of Commerce, and U. G. Boyer, County Clerk, presented a petition signed by prominent citizens of Marion County urging that the Niagara-Detroit Forest Highway be extended via the North Fork of the Santiam River and Hogg Pass to Sisters and made eligible for improvement with forest funds. The County Court stated that they would cooperate in the survey.

The minutes of the meetings of May 14 and May 24 were approved.

A request for oiling the Roosevelt Highway through the city of Bandon was received from the Bandon Chamber of Commerce. It was necessary to decline the request because equipment has been moved away.

A letter was received from the Dalles-Wasco Chamber of Commerce opposing change in the name Dalles-California Highway as had been suggested by the Bend Chamber of Commerce. On motion of Commissioner Gates, the matter was held for further consideration.

A petition was received from residents of Bunker Hill (south of the city limits of Marshfield) requesting that the grade of the Roosevelt Highway through Newport Avenue be widened and the sidewalk moved to the north edge of the right of way on account of traffic congestion. The Engineer reported that he would not recommend widening on the present alignment but suggested that a new line should be considered providing a greater width and eliminating several sharp curves.

On motion of Commissioner Van Duzer, which was carried, Roy A. Klein was reappointed State Highway Engineer and Secretary of the Commission.

On motion by Commissioner Van Duzer which was carried, the State Highway Engineer was authorized to act for the Highway Commission in the transaction of all Federal Aid matters with the U. S. Bureau of Public Roads.

The following requests for extensions of time were received:

J. W. Sweeney Construction Co., contract No. 835, Unit No. 3, Chetco River-Burnt Hill Section of the Roosevelt Coast Highway in Curry County, grading, requested an extension of time to June 15, 1927. On account of the completion having been delayed by bad weather, the engineer recommended that the contract be extended without penalty. Recommendation approved by the Commission.

Triangle Construction Company, contract No. 928, Arlington-Shutler Section, John Day Highway, Gilliam County, resurfacing, requested an extension of time to July 1, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

W. D. Miller Construction Co., contract No. 950, furnishing maintenance materials on The Dalles-California Highway near Klamath Agency in Klamath County, requested an extension of time to July 31, 1927. Inasmuch as very slow progress had been made, the Engineer recommended that the extension be granted with a provision that all expense in connection with inspection, etc. be charged direct to the contractor for the time subsequent to the expiration of their time limit, May 31, 1927. Recommendation approved by the Commission.

Pacific Construction Co., contract No. 932, Pilot Rock-Freewater Section of the Oregon-Washington Highway, furnishing maintenance materials, requested an extension of time to August 15, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Commissioner Gates reported that in company with the State Highway Engineer and Division Engineer Chandler, he had met the members of the California State Highway Commission and the State Highway Engineer and two Division Engineers of the California State Highway Department at Patrick Creek on June 4 and came through with them over the Redwood and Pacific Highways to Medford on the following day. Mr. Gates stated that the

California Commission would undertake more construction work on the Redwood Highway and also that they were favorable to paving a section of the Pacific Highway south of the California state line.

Commissioner Van Duzer reported that he had attended a meeting of the Roosevelt Highway Association on June 6 and presented the Commission's views on the Roosevelt Highway construction program.

A request was received from Judge Patterson of Grant County that the survey be made between John Day town and Beech Creek, intersecting the present road near the South Forest Boundary. This is the section of the Penileton-John Day Highway on which the location has never been definitely determined. On motion which was carried, the engineer was instructed to make this survey at his convenience.

The following projects were ordered advertised for the next meeting:

Mohler-Caribaldi Section of the Roosevelt Highway in Tillamook County, 9.9 miles of surfacing;
Low Pass Section of the Willamette Valley-Florence Highway in Lane County, resurfacing;
Reedsport-Lakeside Section of the Roosevelt Highway in Coos and Douglas Counties, 11.3 miles surfacing;
Waldport Hatchery Section of the Alsea Highway in Lincoln County, resurfacing;
Bridge over Soapstone Creek on the Roosevelt Highway in Clatsop County.

The date for the next meeting was set for July 28th.

The Commission approved and executed project statements making application for Federal Aid on the Canemah-Canby Section of the Pacific Highway, Mitchell-Dayville Section of the Ochoco Highway, and Yaquina-Alsea Section of the Roosevelt Highway.

The Engineer reported on the appraisal of the Indian lands adjacent to the Columbia River Highway between Hood River and Mosier, and the purchase of the same was authorized.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, by the terms and the provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of

the Tualatin Valley Highway within Washington County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the State Highway Commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire the lands or premises herein described, and

WHEREAS, the lands or premises which it is deemed necessary to procure for the purposes herein stated are described as follows:

PARCEL NO. 1

All that part of the property in Section 1, T. 1 S. R. 1 W. W. M., Washington County, Oregon, conveyed to R. C. Pointer by deed recorded on page 86 in book 125 of the deed records of Washington County, included in a strip of land 80 feet in width being 40 feet on each side of the center line of the Tualatin Valley Highway as located over and across the said property, which center line is described as follows:

Beginning at Engineer's station 3+96.0 on the center line of the said survey, which station is 40 feet distant (measured at right angles to the said center line) from the intersection of the northerly line of the said 80 foot strip of land, and the westerly right of way line of the present Tualatin Valley Highway; said station also being approximately 660 feet north and 490 feet west of the southeast corner of said section 1, T. 1 S. R. 1 W. W. M.; thence on a 955.0 foot radius curve left a distance of 373.0 feet to a point of tangency to a course S. 17°07' W.; thence S. 17°07' W. a distance of 225.0 feet to a point of tangency to a 1432.5 foot radius curve right; thence on said curve a distance of 121.0 feet to Engineer's center line station 11+15.0 of the said survey, which station is 40 feet distant (measured at right angles to the said center line) from the intersection of the southerly line of said 80 foot strip and the westerly line of said R. C. Pointer property; said station also being approximately 14 feet north and 797 feet west of the southeast corner of said Section 1.

The area of the strip of land to which this description applies is approximately 1.212 acres.

PARCEL NO. 2.

Also all that part of the said R. C. Pointer property lying on the southerly side of the Tualatin Valley Highway as now located, which is included in a strip of land 225 feet in width, being 100 feet on the northerly side and 125 feet on the southerly

side of the center line of the Tualatin Valley Highway as located over and across the said property, which center line is described as follows:

Beginning at Engineer's center line station 1+35 of the said survey, which station is 125 feet distant (measured at right angles to the said center line) from the intersection of the southerly line of the said 225 foot strip of land with the southerly right of way line of the present Tualatin Valley Highway; said station also being approximately 835 feet north and 287 feet west of the southeast corner of said section 1, T. 1 S. R. 1 W. W. M.; thence on a 955.0 foot radius curve left, (the long chord of which bears S. 46°27' W. 288.9 feet) a distance of 290.0 feet to engineer's center line station 4+25, which station is 125 feet distant, (measured at right angles to the said center line) from the intersection of the southerly line of the said 225 foot strip of land, and the southerly right of way line of the present Tualatin Valley Highway; said station also being approximately 640 feet north and 507 feet west of the southeast corner of said section 1.

The area of the strip of land to which this description applies is approximately 1.0 acres.

ALSO:- All that part of the property of _____ Prince in section 1, T. 1 S. R. 1 W. W. M., Washington County, Oregon, included in a strip of land between the Washington-Multnomah County Line and the northerly right of way line of the present Tualatin Valley Highway; said strip of land being 140 feet in width, lying 70 feet on each side of the center line of the Tualatin Valley Highway as located over and across the said property; which center line is described as follows:

Beginning at Engineer's center line station 175+50.0 of the said survey, which station is 70 feet distant (measured at right angles to the said center line) from the intersection of the northerly line of the said 140 foot strip of land and the Washington-Multnomah County Line, said station also being approximately 972 feet north and 22 feet east of the southeast corner of section 1, T. 1 S. R. 1 W. W. M.; thence S. 67°49' W. a distance of 139.5 feet to a point of tangency to a 955.0 foot radius curve left; thence on said curve left; thence on said curve a distance of 204.0 feet to Engineer's center line station 1+28.0 of the said survey, which station is 70 feet distant (measured at right angles to the said center line) from the intersection of the northerly line of said 140 foot strip of land and the northerly right of way line of the present Tualatin Valley Highway; said station also being approximately 840 feet north and 282 feet west of the southeast corner of said section 1.

The area of the strip of land to which this description applies is approximately 0.94 acres.

and

WHEREAS, it appears that the two parcels of land first above described are in the possession of R. C. Pointer and Alice Pointer, his wife, which said described parcels of land are parts of a larger tract

owned and in the possession of the said R. C. Pointer and Alice Pointer, and the lands second and last above described are in the possession of F. Berg and _____ Berg, as tenants of the owners, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state upon the grounds and for the reasons herein stated, that title to said parcels of land be procured for the purposes herein stated,

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with said tenants of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the State of Oregon and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to negotiate with the said parties for the acquisition of said parcels of land, and in the event that they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary, and appropriate, to acquire title to the said premises and all rights therein for the purposes herein stated.

The Engineer reported that in order to improve the sight distance on the Roosevelt Highway at the intersection at Hebo, that Tillamook County Court, at his request, had purchased approximately 1200 square feet and cleared title to 4000 square feet additional from P. D. Ott, the owner, and thus secured a full thirty feet from the center line on the west and north side of the highway. On motion which was carried, the Commission authorized reimbursement to the County Court of Tillamook County for the full amount of this expenditure, \$276.12, made in behalf of the Commission for the benefit of the State.

The Engineer reported that in order to secure borrow material for widening an embankment on the Tualatin Valley Highway between Forest Grove and Hillsboro and at the same time secure a wider right of way, that the Washington County Court, at his request, had purchased a ten foot strip 550 feet long, containing approximately .15 acres, from Cue Griffin and Margaret Griffin for the sum of \$150.00. On motion which was carried, the

Commission authorized reimbursement to the County Court of Washington County for the full amount of the expenditure, \$150.00, made in behalf of the Commission for the benefit of the State.

The Commission adopted a revised schedule of salaries for the State Highway Engineer, Division Engineers, Bridge Engineer, Market Road Engineer, Equipment Engineer, Office Engineer, Maintenance Engineer, and Resident Engineers.

No further business coming before the Commission, the meeting was adjourned.

Roy A. Klein
State Highway Engineer and
Secretary

Wm. Duby
Chairman

H. B. Van Duzer
Commissioner

C. E. Gates
Commissioner

Portland, Oregon, July 28, 1927.

The Commission met in Room 404 Multnomah County Court House at 10 o'clock A. M. Present were:

Wm. Duby, Chairman
H. B. Van Duzer, Commissioner
C. E. Gates, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were received and read as follows:

ROOSEVELT COAST HIGHWAY
REEDSPORT-LAKESIDE SECTION - SURFACING

| | |
|------------------------------------|-------------|
| R. E. Johnson | \$96,568.00 |
| Simonsen & Hefty | 102,320.00 |
| Umpqua Dredging & Construction Co. | 108,872.00 |
| McGeorge Gravel Co. | 113,214.00 |
| Joplin & Eldon | 130,290.00 |
| Tower & Hakanson | 140,100.00 |

MT. HOOD HIGHWAY
BARLOW PASS-NORTH FOREST BOUNDARY SECTION
FURNISHING MAINTENANCE MATERIALS

| | |
|--------------------------|-------------|
| H. G. Johnson | \$30,395.00 |
| Doggett & Cooper | 35,530.00 |
| United Contracting Co. | 37,685.00 |
| Newport Construction Co. | 43,020.00 |

WILLAMETTE VALLEY-FLORENCE HIGHWAY
LOW PASS SUMMIT-GOLDSON SECTION - MAINTENANCE MATERIALS

| | |
|-----------------|-------------|
| S. Simonsen | \$31,840.00 |
| A. S. Wallace | 35,080.00 |
| O. L. Camp | 37,300.00 |
| H. G. Johnson | 41,330.00 |
| Harness & Colby | 42,580.00 |

ALSEA HIGHWAY
WALDPORT-HATCHERY SECTION - MAINTENANCE MATERIALS

| | |
|-------------|-------------|
| Pyle & McKy | \$12,460.00 |
| S. Simonsen | 13,275.00 |

SALMON RIVER-GRANDE RONDE HIGHWAY
OTIS AND GRANDE RONDE SECTIONS - TEMPORARY SURFACING

| | Otis Section | Grande Ronde Section |
|----------------------|--------------|----------------------|
| Howard McMillen | \$1,472.50 | |
| Jack Moore | 1,480.00 | |
| Motor Investment Co. | | \$ 4,375.00 |

ROOSEVELT COAST HIGHWAY
MOHLER-GARIBALDI SECTION - SURFACING

| | |
|--------------------------|-------------|
| Newport Construction Co. | \$90,460.00 |
| Carl Nyberg | 90,820.00 |
| Harness & Colby | 98,400.00 |
| P. B. Doherty & Co. | 98,410.00 |
| J. C. Compton | 112,700.00 |

ROOSEVELT COAST HIGHWAY
BRIDGE OVER CHRISTENSEN SLOUGH

| | |
|-------------|------------|
| O. M. Olds | \$3,537.00 |
| A. T. Dolan | 3,757.50 |

Judge Beltz, Commissioners Reed and Owens, W. S. Coates, County Engineer, and D. Fitzpatrick, E. J. Geinger and H. Crenshaw, property owners, were present in the interest of the definite location of the Roosevelt Highway south of Tillamook. The necessity of reconstruction of the bridge at the crossing of the Trask River, known as Hunt Bridge, brought up the matter of a decision on the location of the permanent highway south of Tillamook. The Engineer presented a map showing two lines which he recommended, the "B" line on the east side of the river crossing the Trask River about 200 feet west or below the present structure, and the "D" line crossing the Trask River at approximately the site of the present bridge, approximately 1000 feet south of the south city limits. The "D" line on the south bank intersects the "B" line south of the Hunt Bridge and continues as a common line to a connection with the old pavement

approximately 1 mile easterly. The members of the County Court declared that the cost of right of way on either of these two lines was prohibitive, although they considered that the locations were correct considering future requirements. Of the two locations, they expressed their preference for the "D" line or south side location as best meeting their requirements. The matter of securing additional right of way and flattening curves on the present road was considered and the Engineer was instructed to confer with the County Court to see what could be done toward revising the present alignment to flatten the sharper curves and hold the present bridge in approximately its present location. Judge Beltz was asked to report back at the next meeting of the Commission.

The Secretary presented a plan submitted by F. R. Beals of Tillamook to extend Miller Avenue in the city of Tillamook south to an intersection with the Roosevelt Highway and thus make a new south entrance into the city. After consideration, the plan was rejected by both the County Court of Tillamook and the Commission as not feasible.

Judge Barnard of Lane County asked that the bridge across Blue River on the McKenzie Highway be placed under contract this season, carrying out the previously agreed program which provided for 75 per cent co-operation by the State and 25 per cent by Lane County. On motion which was carried, this structure was approved by the Commission and the Engineer instructed to prepare plans and specifications.

Dr. Robnett, former mayor of Albany, asked the Commission to be the guest of the Albany and Lebanon Chambers of Commerce and take a trip over the Santiam Highway as far as Fish and Clear Lakes next month. Dr. Robnett stated that County Judge Payne's agreement with Mr. Davidson of the Oregon and Western Colonization Company was that the definite location would be made by 1931, which would necessitate surveys before that time.

Judge Noe of Malheur County and Geo. K. Aiken of Ontario asked for work on the Central Oregon Highway between Burrell Ranch and the foot of the hill on the east end of the Harper Valley. The Commission advised that it was necessary to decline the request at this time. After consideration, on motion which was carried, the survey of the Central Oregon Highway between Burrell Ranch and a point opposite Harper was adopted as the definite location.

Judge Biggs of Crook County asked for the construction of at least a part of the Bear Creek Road this year. The Commission agreed that, when funds are available, the Bear Creek Road will be placed upon the program.

W. A. Lovelace, Chairman of the Board of Trustees, Umpqua Highway Improvement District, R. J. Hubbard of Reedsport, and Guy Cordon, District Attorney, Douglas County, stated that they considered the bridge at Scottsburg the most necessary improvement on that highway. Mr. Lovelace stated that the Improvement District is willing to spend all its money for the next two years on this bridge. The District could raise \$35,000 and the County would match it with another \$35,000, Mr. Cordon stated. The

delegation asked that forest funds be allotted for the balance. The Commission agreed to discuss this feature with the Government authorities.

Mr. Whitney Boise, Chairman, Jas. F. Clarkson, John H. Vogt, Chas. C. Gignoux, members, and Wm. C. Ide, Secretary of the Land Settlement Committee of the Portland Chamber of Commerce, reported that they had recently completed a trip through Harney, Lake and Klamath Counties, and were much interested in the development of this part of the state. They asked that the State place under construction in the near future a unit of the so-called "desert type" of highway between Bend and Burns. Commissioner Van Duzer replied for the Commission that it was the intention to construct a unit of this type as soon as funds were available. The Committee asked that the state highway be completed between Klamath Falls and Lakeview. The Commission advised that these projects were on the program as soon as litigation regarding the location of one of the units was disposed of. Mr. Boise asked when the survey of the highway north of Lakeview would be made. Commissioner Van Duzer stated for the Commission that the order for that work would be made at once and, on motion which was carried, the Engineer was instructed to make the survey of the highway from Lakeview north beginning on the north end of the improvement on the west shore of Summer Lake northwest to a connection with The Dalles-California Highway between Lapine and Crescent when a party was available. Mr. Boise stated that the people of Lake County were desirous of a survey from Paisley north to Burns. The Chairman replied for the Commission that this route was not on the state highway system and could not be considered.

A delegation of Umatilla Indians, consisting of Captain Sumpkin, Allen Patawa, Leo Sampson and Thomas Shillal, appeared before the Commission to protest against selling their lands in the Umatilla Indian Reservation adjacent to the Old Oregon Trail to the State. These lands are situated in the Blue Mountains and are chiefly grazing land and some pine timber. The Commission desired to secure a strip of this timbered area outside of the present right of way for park purposes and by arrangement with the Superintendent of the Reservation, a board of viewers had been appointed to decide upon the values of land and timber taken. Their report was supplemented by a cruise of the timber. Some of the timber is being cut off each year for cordwood and it was desired to secure the property to prevent further cutting. The Chairman asked the Indians if they would take other lands in exchange and mentioned some areas near Gibbon and Duncan which are in the forest reserve. The spokesman replied that they did not wish to take other land in exchange, but that they wished to retain the lands which they had. No definite decision was reached but the Chairman stated that he would confer with them further.

Judge Mast and Commissioners Klockars and Jenkins of Coos County presented a petition from the Coquille Chamber of Commerce for the oiling of the Coquille-Bandon and Bandon-Port Orford Sections of the Roosevelt Highway. The Commission stated that no further oiling would be programmed this year, as the season is too far advanced.

The members of the Coos County Court presented again the matter of the Bald Hill Market Road. The Court stated that in their opinion a bridge would always be required at Lusk Bridge, but they believed that the people would be served better by using the funds required for rebuilding Cooper's Bridge or a bridge in that vicinity on a road on the south side of the river between the Lusk and Cooper Bridges. This road has been established as a county road and will be constructed as a county road with county funds. In view of the elimination of the Cooper's Bridge by the new construction, which changes the local situation, and upon the showing of the County Engineer that there has been no movement in the old slide on the route, also upon the recommendation of the Market Road Engineer, the Commission, on motion which was carried, voted to reconsider their previous action and approved the plans for the Bald Hill Market Road.

The tabulation of bids received was read at four o'clock and the following action taken:

Reedsport-Lakeside Section of the Roosevelt Coast Highway in Coos and Douglas Counties, 11.3 miles surfacing. On motion which was carried, the contract was awarded to R. E. Johnson, the low bidder, at \$96,568.00.

Waldport-Hatchery Section of the Alsea Highway, Lincoln County, furnishing maintenance materials. On motion which was carried, the award was referred to the Engineer with authority to act.

Barlow Pass-North Forest Boundary Section of the Mt. Hood Highway, furnishing maintenance materials. On motion which was carried, this award was referred to the Engineer with authority to act, in order to give an opportunity to work out some details of the quarry site with the Forest Service.

Otis and Grande Ronde Sections of the Salmon River-Grande Ronde Road, 3.3 miles of temporary surfacing. The low bids received were Howard McMillen, \$1,472.50 for gravel on the Otis end, and Motor Investment Co., \$4,375.00 for crushed rock on the Grande Ronde end. This project having been advertised for the Salmon River-Grande Ronde Highway Improvement District, the bids were referred to the Board of Trustees of the district.

Low Pass Summit-Goldson Section of the Willamette Valley-Florence Highway, furnishing maintenance materials. On motion which was carried, the contract was awarded to S. Simonsen, the low bidder, at \$31,840.00.

Mohler-Garibaldi Section of the Roosevelt Highway in Tillamook County, 9.8 miles surfacing. The Commission expressed themselves as satisfied with the low bid by the Newport Construction Co. at \$90,460.00, but in order to give opportunity to work out details as to progress of operations, the award was referred to the Engineer with power to act.

Bridge over Christensen Slough on the Roosevelt Coast Highway in Tillamook County. On motion which was carried, the contract was awarded to O. M. Olds at \$3,537.00.

Fred Williams, City Attorney of Salem, presented a letter from the Mayor of Salem, requesting that the State Highway Department prepare plans and specifications and supervise the construction of a city bridge on South Commercial Street over Mill Creek which is on the route of the Pacific Highway. Commissioner Van Duzer advised Mr. Williams that if this work was done for the city, that it would be necessary to charge them actual costs since the Commission was prohibited from expending state funds in cities of greater than 2000 population. On motion which was carried, the Engineer was authorized to prepare plans and specifications and supervise the construction of the Commercial Street Bridge in the city of Salem, provided the city will pay all costs in connection with this work.

A communication was received from the County Court of Baker County, requesting that a contract be let for surfacing a section of the Baker-Unity Highway beginning at Unity and extending 3.7 miles east of Hereford, a total length of 14.5 miles, including the wye at Unity. The County Court offered fifty-fifty cooperation, pledging their 1928 Market Road funds. The Commission approved the project, accepted the cooperative offer and ordered the project advertised at the earliest date finances will permit, mention being made of the September meeting.

P. E. Harness of Harness & Colby, the low bidder on the surfacing of the Pilot Butte Section of the Central Oregon Highway on which bids were received at the last meeting, asked regarding disposition of his bid. After consideration the Commission decided to defer the project for the present and reject the bid.

The Engineer reported that, acting under instructions from the Commission at the previous meeting, he had investigated the bid of C. J. Montag on the bridge at Hunters Creek, Roosevelt Coast Highway, Curry County, and under authority given, had awarded him the contract. The Commission confirmed the award of this contract to C. J. Montag, the low bidder, at \$23,235.00.

The minutes of the meeting of June 23, 1927 were approved.

A request for cooperation on the replanking of the floor of the bridge across the Snake River at Payette was received from the District Attorney of Payette County. The Secretary was instructed to advise him that neither the State of Oregon nor Malheur County having cooperated in the original construction of the bridge, there was no obligation on the part of the State to cooperate in the maintenance, therefore, it was necessary to decline the request.

The Engineer reported that after negotiations with the O.-W. R. R. & N. Co., who are about to construct a permanent concrete and steel structure at the present undercrossing of the Oregon-Washington Highway at the east city limits of Pendleton near the junction with the Old Oregon Trail, that the railroad company had agreed to increase the horizontal clearance from 20 feet to 30 feet provided that the state would pay the difference in the superstructure costs which was estimated at \$1,439.00.

The Engineer recommended that this be done and, on motion which was carried, an expenditure of \$1,439.00 was authorized for this purpose.

The Chairman suggested that a high bank of material within the wye intersection of the Oregon-Washington Highway and the Old Oregon Trail just east of Pendleton should be removed to provide better sight distance. The Engineer was instructed to prepare an estimate of the cost of this improvement.

The Engineer reported that a committee of business men of Corvallis had erected a sign on property which they own at the intersection of the Pacific and West Side Pacific Highways in Junction City which was marked Pacific Highway and Portland with a direction arrow pointing to the west side route. On motion of Commissioner Van Duzer which was carried, the Attorney was instructed to get in touch with those responsible for the new sign and see if they will not remove it. If an amicable agreement cannot be reached, the Attorney is instructed to take the matter into the courts to determine the rights of the Commission to handle signing exclusively, since it is felt that this present sign will be immediately followed by a sign erected by the cities on the east side of the river directing travel in the opposite direction, all to the bewilderment of the traveling public who should be properly directed.

A request was received from the Commercial Association of Pendleton, urging that betterments on the Old Oregon Trail in the vicinity of Nolin, Umatilla County, consisting of straightening alignment and widening, be considered in the 1927 program. The Commission declined the request on account of lack of funds.

The request of the Lake County Court for cooperation on surfacing of connections with the state highways north, south and west within the city of Lakeview was considered. The proposal of the county was 50 per cent cooperation by the state, 25 per cent by the county and 25 per cent by the city of Lakeview. The Commission had before them the map of the city and the estimate of cost prepared by the Engineer. On the proposed north connection with the Lakeview-Paisley road which has been newly graded and extends from Main Street north to a junction about three-quarters miles in length, the Commission declined cooperation because of the fact that this improvement would duplicate the previous state construction on Charlton Street which gives a direct connection northward. On considering the west connection via Western Avenue to the Klamath Falls-Lakeview Highway from Main Street to the N. C. & O. Ry. tracks, the Commission agreed to fifty-fifty cooperation provided that on account of sewer construction between Main and Willow Streets it will be necessary to defer this unit until next year. On the south entrance between Dakota Avenue and Cogswell Street, the Commission is ready to cooperate on a fifty-fifty basis on the grading, surfacing and bridge over Dead Man Creek at South Street, with the provision that the construction of the section between Cogswell Street and South Street be postponed until next year, until full settlement in the sewer trench is obtained. It is contemplated that, in handling this work, satisfactory prices will be obtained from Carl Nyberg, who has the contract for surfacing between Lakeview and Drews Valley and at the present time

7/25/27

has a quarry set up at the east city limits of Lakeview. In both cases of deferred construction on account of the new sewers, it will be advisable to stock pile the materials to be used next year. The Secretary was instructed to advise the County Court that the cooperative arrangements would be on a basis of fifty-fifty with the county only and that they should collect the 25 per cent cooperative funds from the city.

A letter was received from Judge Moses of Benton County in which it was agreed that the county would make certain necessary repairs on the West Side Pacific Highway bridge across Mary's River at the south city limits. The County Court asked, however, that after these repairs were made that the county be relieved of further maintenance on the bridge and that the state assume the maintenance costs from that time on. This arrangement was approved by the Commission and the Secretary was instructed to so notify Judge Moses.

The Attorney reported that the Southern Pacific Company had refused to pay to the State Highway Commission their share of the cooperative costs of the overhead structure at Corral Springs on The Dalles-California Highway as determined by the Public Service Commission, which amounted to approximately \$7,500.00. The Commission, on motion which was carried, instructed the Attorney to bring suit against the Southern Pacific Company to collect this amount which is due the state.

A request was received from D. T. Eaton, contractor, contract No. 877, Wren Overcrossing, that an adjustment be made to cover increased cost of work due to delays which carried the contract over into the winter season. Excavation for footings on the Southern Pacific Company right of way was started May 24, 1926, but the contractor was stopped by the Southern Pacific Company and not permitted to proceed until July 30, 1926 when agreements between the state and the railroad company were finally approved and executed. The Engineer reported that these facts were correct and that the contractor had suffered losses due to these delays. He recommended that the contractor be paid a lump sum of \$500 as an adjustment to cover this claim in full. On motion which was carried, the recommendation of the Engineer was approved and the payment of a lump sum of \$500 to D. T. Eaton on contract No. 877 was authorized.

The Engineer reported that a survey had been made of the line across Stinking Water Mountain between Burns and Drewsey which developed a feasible line both as regards rise and fall as well as curvature, with a saving of 10 miles in distance as compared with the Market Road via Vanderveer and the Middle Fork of the Malheur River. The total length of the market road project from Vanderveer via the east fork of Pine Creek to the Buchanan Ranch on the floor of the Harney Valley is 11.15 miles, of which 3.45 miles is common with the line across Stinking Water Mountain. The estimate of cost of the 11.15 miles is \$102,000.00. The Commission agreed that the route across Stinking Water Mountain be approved as the definite location

for the Central Oregon Highway, but appreciated the need of connecting the market road from Vanderveer which would afford an improved road through to Drewsey and make it possible to defer the construction of the Stinking Water Mountain unit until traffic demands necessitated. The question of whether the designation of the Stinking Water Mountain route would preclude Harney County from expending its bond money on the 7.7 miles of the market road unit was considered. The matter was left until this point could be cleared up.

The Engineer reported that the Pacific Construction Company, contract No. 932, furnishing broken stone on the Oregon-Washington Highway between Pilot Rock and Freewater, had abandoned their contract and defaulted. The Attorney was instructed to take such action as is necessary to collect on the bond. The Engineer was instructed to advertise for bids on the uncompleted part of the contract to be received at the next meeting.

The Attorney reported that the title to the Miller property on the Roosevelt Highway south of Euchre Creek in Curry County which the county proposed to turn over to the state for park purposes was somewhat clouded by reason of a tax sale, and recommended a friendly condemnation suit to quiet title. This procedure was approved by the Commission.

Snow removal equipment for the coming season was discussed and it was decided to attempt to keep the McKenzie Highway open during the first light falls of snow in the fall. Also plans were made to keep the Mt. Hood Loop open all winter on the Hood River side as far as the Cooper Spur road. The Engineer was authorized to purchase 6 - 8 foot blade mold board plows for trucks, 1 truck rotary plow, 1 caterpillar rotary plow for 60 caterpillar tractor, 8 plows for one man motor graders, 1 Klauer snow-plow complete, 1 - 60 caterpillar tractor, 1 FWD truck.

A resolution was received from the County Court of Lake County requesting approval of the Chalk Cliff-Paisley Section of the Lakeview North Highway as a part of the County Market Road System, in order to expend market road funds on this highway. The Attorney advised that provision was made in the law for the expenditure of market road funds on certain state highways and that direct designation was not necessary. However, the Commission approved the expenditure of market road funds on the Chalk Cliff-Paisley Section and instructed the Engineer to so advise the County Court.

The Engineer was instructed to investigate the sources of rock between Newport and Waldport and after satisfactory arrangements have been made for this material, the Commission expressed itself as ready to let a contract to cover the grading of this unit.

On motion of Commissioner Van Duzer, which was carried, the Engineer was instructed to prepare plans and specifications for the seven mile unit east of Mitchell, a part of the Mitchell-Dayville Section of the Ochoco Highway, at the earliest practical date.

On motion of Commissioner Van Duzer, which was carried, the

Commission approved the reconstruction of The Dalles-California Highway north of Bend on revised alignment a total distance of 4.4 miles, having in mind that the present road will not be resurfaced, but rather the new grade will be built as soon as funds are available.

The Engineer reported that maintenance materials on the Crater Lake Highway between Prospect and the Park boundary were exhausted and recommended that a contract be let at the next meeting for approximately 17,000 cubic yards of maintenance materials. On motion which was carried, the Commission authorized this project.

The Engineer reported that maintenance materials were needed on The Dalles-California Highway between Madras and Terrebonne, a distance of 15 miles. This project had been previously advertised in the spring of 1927, but bids rejected and readvertising deferred until later in the season. On motion which was carried, the Commission authorized this project and instructed the Engineer to prepare plans and specifications and receive bids at the next meeting.

The Engineer reported that the timber bridge at Haynes Slough on the Roosevelt Highway in Coos County was in such condition that replacement was necessary. On motion which was carried, the Engineer was instructed to prepare plans and specifications and authorized, in behalf of the Commission, to request a permit from the War Department for the reconstruction of the structure.

The following requests for extensions of time were received:

Carl T. Habekost, contract No. 939, furnishing maintenance materials Ione-Heppner Section of the Oregon-Washington Highway, requested an extension of time to September 15, 1927. The Engineer reported that this project had been delayed by weather conditions and recommended that the extension be granted without penalty. Recommendation approved by the Commission.

C. L. Camp, contract No. 970, surfacing 0.3 mile of the Pacific Highway at Gold Hill and furnishing maintenance materials, requested an extension of time to August 31, 1927. The Engineer recommended that the extension requested be granted without penalty because the grading contractor had not completed his contract and, therefore, Mr. Camp was unable to start. Recommendation approved by the Commission.

J. W. Sweeney Construction Co., contract No. 835, Unit No. 3 Burnt Hill-Chetco River Section of the Roosevelt Highway in Curry County, requested an extension of time to August 15, 1927. The Engineer reported that on account of the late spring season progress had been retarded by bad weather and recommended that the extension be granted without penalty. Recommendation approved by the Commission.

E. L. Gates, contract No. 872, grading Missouri Bend-Alsea Mountain Section of the Alsea Highway, requested an extension of time to June 30, 1927. The Engineer reported that the contractor had used every

effort to complete the work on time, but had been delayed by bad weather. He recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Schell & Rhodes, contract No. 891, Reedsport-Winchester Bay Section of the Roosevelt Coast Highway, grading, requested an extension of time to August 31, 1927. The Engineer reported that there was considerable delay in starting the work and in getting adequate equipment on the ground, also that the public had been greatly inconvenienced by the non-completion of this project on the contract date. Therefore, the Engineer recommended that the extension of time requested be granted subject to a penalty in the form of the engineering costs from the contract completion date to the actual date of completion. Recommendation approved by the Commission.

Hauser Brothers, contract No. 904, grading Mohler-Wheeler Section of the Roosevelt Coast Highway in Tillamook County, requested an extension of time to July 31, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joslin & McAllister, contract No. 927, resurfacing Rock Creek-Lostine Section of the La Grande-Wallowa Lake Highway in Wallowa County, requested an extension of time to October 31, 1927. The Engineer reported that on account of the unusual severity of the weather during last winter, no work could be done and consequently the contract had been retarded. Therefore, the Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

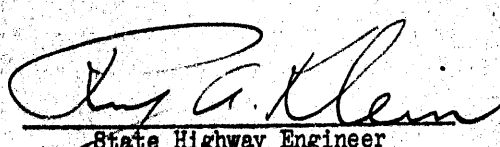
O. N. Pierce Company, contract No. 941, two bridges over Canyon Creek on the Pacific Highway in Douglas County, requested an extension of time to August 5, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

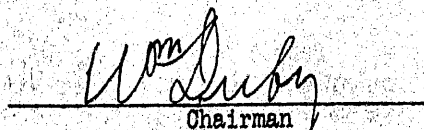
A. S. Wallace, contract No. 945, furnishing maintenance materials on the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway, requested an extension of time to August 1, 1927. The Engineer reported that the high water conditions made it impossible to start the work earlier and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

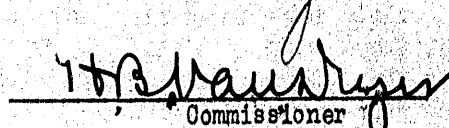
Schell & Rhodes, contract No. 961, Gold Hill bridge approaches, requested an extension of time to July 31, 1927. The Engineer reported that the contractors had been unable to get the steam shovel which they expected to use and consequently were delayed in starting. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

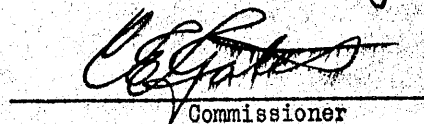
The Commission set the date of Tuesday, August 30, 1927, as the date of the next meeting.

No further business coming before the Commission, the meeting was adjourned.


State Highway Engineer
and Secretary


Chairman


Commissioner


Commissioner

Port Orford, Oregon, August 20, 1927.

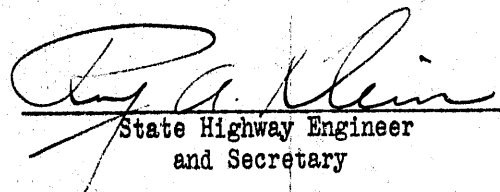
The Commission met in special session at 1:00 P. M. with all members present.

On motion of Commissioner Sawyer, seconded by Commissioner Gates, H. B. Van Duzer was elected Chairman.

On motion which was carried, Roy A. Klein was reappointed Secretary.


On motion which was carried, Roy A. Klein was reappointed State Highway Engineer.

No further business coming before the Commission, the meeting was adjourned.


State Highway Engineer
and Secretary


Chairman


Commissioner


Commissioner

Portland, Oregon, August 30, 1927.

The Commission met in Room 404 Multnomah County Courthouse at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened and read on the following projects and referred to the Secretary for tabulation:

GILLIAM COUNTY
CONDON-COTTONWOOD AND CONDON-LONE ROCK MARKET ROADS
RESURFACING

| | Alternate "A" | Alternate "B" |
|--------------------------|---------------|---------------|
| Arthur Milne | | \$28,708.00 |
| H. G. Johnson | | 30,725.00 |
| Newport Construction Co. | \$42,828.50 | 30,927.90 |
| Doggett & Cooper | | 34,418.75 |

CRATER LAKE HIGHWAY
PROSPECT-PARK BOUNDARY SECTION - MAINTENANCE MATERIALS

| | "A" Broken Stone | "B" Crushed Gravel |
|--------------------------|------------------|--------------------|
| C. L. Camp | \$38,387.50 | |
| Samuel & Neef | 43,375.00 | \$42,080.00 |
| J. W. & J. R. Hillstrom | 45,762.50 | |
| John Hampshire | 47,087.50 | |
| von der Hellen & Pierson | 52,682.50 | |

THE DALLES-CALIFORNIA HIGHWAY
MADRAS-OPAL CITY SECTION
SURFACING AND MAINTENANCE MATERIALS

No bids received.

OREGON-WASHINGTON HIGHWAY
PILOT ROCK-FREEWATER SECTION - MAINTENANCE MATERIALS

| | |
|---------------|-------------|
| H. E. Schmeer | \$21,058.00 |
|---------------|-------------|

REDWOOD HIGHWAY
CULVERT OVER ALLEN CREEK

| | |
|----------------|------------|
| E. D. Olds | \$3,280.00 |
| Samuel & Neef | 3,793.00 |
| J. F. Johnston | 3,865.00 |

Cont'd

Culvert over Allen Creek - cont'd

| | |
|-----------------------------|------------|
| J. T. Logan | \$3,998.75 |
| W. W. Head Construction Co. | 4,285.00 |
| O. N. Pierce & Co. | 4,375.00 |
| Dunn & Baker | 4,412.50 |
| D. P. Plymale | 4,810.00 |

Bids on solid rubber tires, casings and tubes were received from the following:

| | |
|-------------------------------------|----------|
| Columbia Tire Corporation | Portland |
| G. W. Day | Salem |
| Firestone Tire & Rubber Co. | Portland |
| Fisk Tire Co. | Portland |
| General Tire Co. | Portland |
| B. F. Goodrich Rubber Co. | Portland |
| Goodyear Tire & Rubber Co. | Portland |
| Kelly Springfield Tire & Rubber Co. | Portland |
| Lee Tire & Rubber Co. | Portland |
| Mason Tire & Rubber Co. | Portland |
| Miller Rubber Co. | Salem |
| Mohawk Rubber Co. | Portland |
| Munnell & Sherrill | Portland |
| Sampson Tire & Rubber Corporation | Portland |
| Smith & Watkins | Salem |
| United States Rubber Co. | Portland |
| Zosel's Tire Shop | Salem |
| Malcolm Tire & Rubber Co. | Portland |

The engineer was instructed to tabulate these bids, prepare his recommendations and hold for further instructions.

Mr. J. C. Thompson of the California-Oregon Power Company appeared for his company in the matter of a permit for a power pole line from Klamath Agency on The Dalles-California Highway to Fort Klamath Junction, and from that point on the Crater Lake Highway to the Crater National Park Boundary. Mr. Thompson stated that his company desires to build a high voltage line into the park and serve Fort Klamath also. W. C. Van Emon, representing the Wood River Power Company, stated that his company had a plant at the saw mill on Anna Creek and wished a pole line permit on the state highway right of way over the same route between the same terminal points. He claimed that since his company had filed their application first, they should have the permit. When asked regarding joint user privileges, Mr. Van Emon stated that his company desired to build a cheap line sufficient for low voltage uses and that their share of a more expensive line such as the California-Oregon Power Company would build would be prohibitive. Mr. Thompson said the California-Oregon Power Company would be willing to consider joint use with the Wood River Company. After consultation with their attorney, the Commission instructed the secretary to advise both companies that but one pole line permit would be granted and that this permit would be either for joint ownership or single ownership with the privilege of

joint user. The two companies were urged to confer and reach an agreement and report back to the Commission.

Judge Barnard of Lane County asked that a section of the Williamette Highway beginning at the bridge at Lowell and extending 4 miles east be advertised for bids to be opened at the next meeting of the Commission, this project to be paid for by Lane County, carrying out the previous agreement. The Commission agreed and instructed the Engineer to prepare plans and specifications and advertise this project for the next meeting.

In response to a further request from Judge Barnard the Commission instructed the Engineer to prepare plans and specifications and receive bids for the bridge across Blue River on the McKenzie Highway at the next meeting of the Commission. This project is to be paid for 75% by the state and 25% by Lane County, in harmony with their previous agreement.

R. J. Hubbard and W. A. Lovelace, of Reedsport, the latter chairman of the Umpqua Highway Improvement District, were present in the interests of the District. The Engineer presented his report on the completed Drain-Scottsburg survey which showed an estimated cost of \$1,128,000 for grading and bridges but not including surfacing. Mr. Lovelace stated that the first unit that the district wished to take up was the bridge at Scottsburg to replace the present inadequate ferry. He further stated that the district would have a balance of \$37,000 this fall and next year \$34,000 more after paying their obligations to the state on the Reedsport-Coos County Line project. Further the County had agreed to match the District's money on the bridge at Scottsburg. In order to advance construction, they asked the state to loan them sufficient funds so that the work could be started at once. The chairman advised the representatives of the district that the Commission are in sympathy with the project but are unable to help inasmuch as the project is not on the state highway system.

Mr. Hubbard and Mr. Lovelace discussed the connection through Reedsport between the Roosevelt Highway and the Umpqua Road. The Engineer presented a map which had been prepared showing the alternate lines. The matter was referred back to the Engineer for further study and report.

Ernest Schneider, George Parker and W. M. Laird of Myrtle Point and vicinity, Coos County, protested against the action of the Commission in approving the plans and specifications for Market Road No. 1, Coos County, which is known as the Coopers Bridge-Bald Hill Road. The Chairman explained that the Commission had acted on the unanimous request of the County Court and the recommendation of the Market Road Engineer, it being reported that this proposed market road construction on the north side of the river west of Coopers Bridge, together with the proposed county road construction on the south side of the river between Lusk Bridge and Coopers Bridge, was a compromise of the previous disagreement which was satisfactory to the contending factors. Commissioner Sawyer pointed out that the initiative in these matters is in the hands of the County Court once the road has been placed on the County Market Road Map.

L. A. McArthur asked that on all new grading projects the levels be tied into U. S. G. S. datum and after the work had been completed that the levels be rerun over the project and permanent bench marks set on bridges or culvert head walls and the notes turned over to him for transmission to government authorities. The Commission approved this request.

Judge Williams, Commissioners Buchanan and James of Harney County requested the Commission to place the Buchanan-Vanderveer unit under contract for grading. After consideration, on motion which was carried, the Commission adopted as the route of the Central Oregon Highway the surveyed route from J. W. Buchanan ranch to Nigger Flat, then northeasterly over Stinking Water Mountain on a direct line to Drewsey. The market road route as surveyed from Nigger Flat to Vanderveer was also approved. The County Court offered to cooperate 50/50 on the section between J. W. Buchanan Ranch and Nigger Flat (the State Highway Section) and take the whole of the cost of the Nigger Flat-Vanderveer Section (market road) except that they said that they probably would not have all the funds this year. It was explained that even if let this year, part of the work would be carried over into the next year. This financial arrangement being satisfactory, the Commission instructed the Engineer to advertise for bids at the next meeting the grading of the Buchanan-Nigger Flat and Nigger Flat-Vanderveer Sections.

W. G. Ide, Roy T. Bishop, Charles Gignoux, R. W. Pickard, Marshall Dana, J. F. Daly and Whitney L. Boise, Chairman of the Land Settlement Committee of the Portland Chamber of Commerce, together with Judge Williams of Harney County and Archie McGowan of Burns, appeared in the interest of the Bend-Burns Section of the Central Oregon Highway. The delegation urged that a unit of the so-called "desert type" be constructed this year, so that a start toward the improvement of this highway could be made. After consideration, the Commission voted to place under construction the Millican-Hampton Section, about 27 miles in length.

A delegation consisting of Ralph E. Williams, Herschel Clutter, Albert Tozier, Milton Miller, John Nyberg, William McKay and Messrs. Parrott, Matthieux, Struby, Pearson and Johnson, with Mr. Clutter as spokesman, urged the location of a new highway between Salem and Portland, crossing the Willamette River at Butteville. It was claimed that this route would save several miles in distance. Albert Tozier referred to the historical significance of the road. Pearson spoke in its favor also.

At 3:10 P. M. the tabulation of bids was read and the following action was taken:

Condon-Cottonwood and Condon-Lone Rock Market Roads in Gilliam County, 10.4 miles of resurfacing. On motion which was carried, all bids were referred to the County Court of Gilliam County.

Prospect-Park Boundary Section of the Crater Lake Highway in Jackson County. Furnishing broken stone for maintenance materials. On motion which was carried the contract was awarded to C. L. Camp, the low bidder, at \$38,387.50.

Madras-Opal City Section of The Dalles-California Highway, resurfacing and maintenance materials. No bids having been received, the Engineer was instructed to advertise for bids to be received at the next meeting.

Pilot Rock-Freewater Section of Oregon-Washington Highway in Umatilla County. Furnishing 8,000 cubic yards of maintenance materials. This project is the balance of Contract No. 932 defaulted by the Pacific Construction Company. On motion which was carried, the bid of H. E. Schmeer was rejected since it was considerably in excess of the Engineer's estimate. The Engineer was instructed to readvertise the project.

Culvert over Allen Creek on the Redwood Highway, Grants Pass, Josephine County. On motion which was carried, the contract was awarded to E. D. Olds, the low bidder, at \$3,280.00.

County Commissioners J. E. Smith and John Porter of Marion County, County Clerk Grant Boyer, Thomas B. Kay, State Treasurer, and C. E. Wilson, Secretary of the Salem Chamber of Commerce, asked that the road from Detroit to Sisters via the North Fork of the Santiam River and Hogg Pass be designated as a Forest Highway and placed upon the National Forest Highway map as an extension to the present Niagara-Detroit Forest Highway.

Judge Beltz and Commissioner Owens of Tillamook County were present and discussed the construction of the bridge across Trask River and the alternate location south of Tillamook city. The condition of the present structure was discussed at some length but it was agreed that it was too late to build a new bridge this year, before expected high water in any event, so discussion on this matter was postponed to a later date.

Mr. H. D. Norton of Grants Pass asked that the widening of the Caves Road begun this year be completed. The Chairman explained that while no agreement was made with the Forest Service, it was understood that the widening on this road the same as the Mt. Hood Highway would be made a continuing project from year to year as cooperative funds were available. The Chairman further explained that the cooperative Forest Road program for the present fiscal year had been agreed upon and that no further federal funds would be available until the next fiscal year's appropriations become available. Mr. Norton suggested that the state loan the government sufficient funds so that further work could be done this fall. The Chairman stated that the present condition of state funds would not permit an advance or loan as all were needed to meet current obligations.

A delegation of men from the eastern part of Washington County, consisting of J. Trachsel, C. Rich, A. M. Hodler and Messrs. Bennett, Mitchell and Williams, requested the Commission to look into the merits of constructing the so-called Walker Road as a state highway before widening the present road between Beaverton and Hillsboro. This road, they advocated, branches off from the Canyon Road east of Beaverton, and runs westerly through Orenco to Hillsboro; also this road would be part of a through road to North Plains, Banks and Vernonia. The matter was held for further consideration.

G. B. Herington, Secretary of the Associated General Contractors, stated that their organization was opposed to the proposed initiative measure for a \$3.00 automobile license fee.

J. H. Ralston asked the Commission to set a date for a trip up the Santiam River to Clear Lake, but no definite arrangement was made.

The Secretary was instructed to thank the Port Orford Chamber of Commerce for their stand against advertising signs on the Roosevelt Highway as indicated in copy of resolution received condemning new signs erected by the Shell Oil Company.

The Secretary was instructed to write to the Shell Oil Company protesting against the erection of their advertising signs in non-commercial locations, with particular reference to new signs recently erected along the Roosevelt Highway in Curry County.

The Attorney was instructed to secure data and copies of legislation enacted in other states restricting or limiting advertising signs.

The Attorney stated that certain parts of the agreement between the Southern Pacific Company and the State Highway Commission in the matter of encroachments and track changes on the Roosevelt Highway in Tillamook County near Wheeler were not acceptable, and as he had been unable to secure a modification of the objectionable clauses, he did not recommend that these agreements be approved in their present form. Matter left for further negotiation.

The State Highway Engineer and Office Engineer were authorized to attend the American Association of State Highway Officials at Denver.

The Attorney reported that nothing further had been heard from the business men of Corvallis who had erected the Pacific Highway sign on their privately owned property at the northeast corner of the junction in Junction City. The Commission approved the erection of new signs, sketches of which were presented by the Engineer, as the official signs, and ordered erection of the same at once. In the event that the private sign is not removed by the owners, the attorney was instructed to start suit to compel its removal.

The Engineer reported that the Postal Telegraph Company had thus far been unwilling to accept joint use of the poles of the Knappa-Svensen Electric Company between Astoria and Svensen on the Columbia River Highway. This covers the unit which has been just reconstructed with many line changes and considerable widening. Additional right of way has been acquired where necessary so that there is now a full 40 feet on each side of the center line. The Knappa-Svensen Electric Company have constructed their pole line at the edge of the new right of way on the north side, while the Postal Telegraph Company's poles also on the north side follow the old alignment and are irregular and in many places close to the pavement. The Electric Company are willing to accommodate the Postal lines on a joint ownership or rental arrangement. On the south side of the highway the Pacific Telephone Company have a line already carrying several

cross arms. The Commission instructed that the Secretary notify the Postal Company to abandon their present line and make the necessary arrangements for joint use of the Knappa-Svensen Electric Company's poles so that there will be but one pole line on this side of the highway. In the event that they fail to do this after a reasonable length of time, the Attorney is authorized to commence suit to compel compliance with their orders.

The Attorney asked for further instructions regarding condemnation of the property of O. P. Bowman at the summit of the Blue Mountains on the Old Oregon Trail, which was desired for timber reserve. He was instructed to proceed if an agreement could not be reached.

The minutes of the meetings of July 28th and August 20th, 1927, were approved.

A request was received from the Port Orford Chamber of Commerce that the State Highway Commission take over as a state highway and improve the road to Cape Blanco from the junction with the Roosevelt Coast Highway, a distance of five miles. Inasmuch as this road is on the Curry County Market Road System and does not appear to justify designation as a state highway, the matter was laid on the table.

A request was received from the County Court of Washington County eliminating a section of Market Road No. 3 between Farmington Church and Groner's Corner from the Market Road System of Washington County and extending Market Road No. 5 from Adams Store through Groner's Gap to an intersection with Market Road No. 4. The Market Road Engineer recommended that these changes be approved since the proposed extension of Market Road No. 5 would make a through connection from Yamhill County and the elimination of that part of No. 3 would avoid a duplication. On motion which was carried, these changes in the Market Road System of Washington County were approved by the Commission.

A request was received from the County Court of Yamhill County that the road from McMinnville through Dayton to a junction with the West Side Pacific Highway be approved as a part of the Yamhill County Market Road System and designated as No. 26. The Market Road Engineer reported that this road is already paved and recommended its inclusion in the Market Road System. On motion which was carried, the Commission approved this addition to the Market Road System of Yamhill County.

Acting under authority of Chapter 217, Sec. 28, Laws 1927, the Commission designated as main traveled or through highways:

The Roosevelt Coast Highway between Astoria and Seaside,
between Bay City and Neskowin, and
between Marshfield and Bandon;
The Oregon-Washington Highway between Pendleton and the Washington State Line;
The Tualatin Valley Highway between Multnomah County line and McMinnville via Forest Grove;

Bertha-Beaverton Highway between Multnomah County Line and Beaverton;

McMinnville-Tillamook Highway between McMinnville and Sheridan;

The Albany-Corvallis Highway;

The Salem-Dallas Highway.

The Engineer was instructed to place stop signs at the entrances thereto from intersecting highways or roadways. In cities of greater than 2000 population, the Engineer was instructed to request the city authorities to properly and uniformly sign the intersecting streets, using state standards. In the case of cities of less than 2000 population, the Engineer was authorized to place standard stop signs without expense to the cities but instructed to request the city authorities by proper ordinances to designate the state highway route as a through route.

Requests were received from the Commercial Association of Pendleton and the Union County Chamber of Commerce that the Old Oregon Trail be widened between Kamela and La Grande. Matter held for further consideration.

The Attorney reported that the Southern Pacific Company had stated that they would pay their cooperative share of the cost of the overhead structure and approaches at Corral Springs on The Dalles-California Highway in Klamath County so that a lawsuit for collection would not be necessary.

The Engineer recommended that in the grading of the Millican-Hampton Section of the Central Oregon Highway, using the "desert type," that the Deschutes County forces and equipment be hired and the work done by day labor, since it would be difficult to do this work by contract because the yardage is largely indeterminate. This procedure was approved by the Commission.

The Engineer reported that acting under instructions given at the July meeting a quarry site acceptable to the Forest Service officers had been found for supplying maintenance materials for the Barlow Pass-North Forest Boundary Section of the Mt. Hood Highway. Also that the low bidder, H. G. Johnson, had agreed to enter into a contract at the same unit price as he bid on the other quarry which was specified in this bid. Under these conditions the Commission approved the award of the contract for furnishing of maintenance materials to H. G. Johnson at \$30,395.00.

The Secretary was instructed to ascertain from the Governor as to whether he would be willing to write to the Secretary of Agriculture calling attention to the resolution adopted by the recent session of the Oregon Legislature requesting the completion of the interstate highways in Northern California, or would prefer to have the Highway Commission take the matter up with the Secretary of Agriculture direct.

A letter was received from President John C. Merriam of Carnegie Institute, after a recent trip over the Roosevelt Highway in Curry County,

advising that in his opinion Humbug Mountain in Curry County was a rare feature of the Pacific Coast and should be secured by the state for park purposes. A map showing the ownerships prepared by the Engineer was inspected by the Commission. This showed that a part of the area was public domain. Commissioner Sawyer suggested that application for the transfer of this vacant U. S. land to the state for park purposes under the Sinnott Bill be made. The Engineer was instructed to make inquiry as to the price at which the private holdings on this site could be secured.

To supplement the previous record regarding the Prineville-Lakeview Highway, it was agreed by motion which was carried that the former location of this state highway via Silver Lake and Fort Rock, northerly to a connection with the Central Oregon Highway east of Millican be changed and routed via Silver Lake (lake) northwesterly to a point of connection on The Dalles-California Highway between Lapine and Crescent. The section of the Prineville-Lakeview Highway south of Prineville via Bear Creek to an intersection with the Central Oregon Highway east of Millican was retained as a part of the state highway system.

Commissioner Sawyer suggested that the newly designated route from the California state line at New Pine Creek through Lakeview and Paisley via Silver Lake (lake) to a connection with The Dalles-California Highway between Crescent and Lapine, be named the Fremont Highway after Fremont, the explorer, since the route he traversed in the early days coincides in a large part with the route of this highway. On motion which was carried, the name Fremont Highway for this road was approved, and the Engineer was instructed to hereafter mark it as such on maps, records and sign posts.

Consideration was given to the Shaniko-Mitchell Highway which was placed on the state highway system by the Commission in 1917. At that time The Dalles-California Highway was routed via Madras, Antelope and Shaniko which made the connection between Mitchell and Antelope shorter than the route now shown from Mitchell to the connection with the Sherman Highway at Shaniko. In considering the fact that there does not appear to be any necessity for this road as a state highway, nor has any request for its improvement ever been made, nor cooperative county funds offered for its improvement, and since there will be less reason for its improvement after the completion of the Mitchell-Dayville unit of the Ochoco Highway, on motion which was carried, this highway was eliminated from the state highway system and the Engineer was instructed to change maps and records accordingly.

The date for the next meeting was set for 10 A. M., September 27, 1927, in Multnomah County Courthouse. The following projects were authorized and the Engineer instructed to prepare plans and specifications:

Harney County - Central Oregon Highway, Buchanan-Nigger Flat Section, 3.4 miles grading;

Harney County - Burns-Otis Creek Market Road, Nigger Flat-Vanderveer Section, 7.8 miles grading;

Lane County - Willamette Highway, West City Limits of Lowell-Goodman Creek Section, 3.9 miles grading;

Umatilla County - Old Oregon Trail, Pendleton-Kamela Section in two units, furnishing maintenance materials;

Wheeler County - Ochoco Highway, Mitchell-Keyes Hill Section, 7.5 miles of grading;

Lane County - McKenzie Highway, bridge over Blue River;

Benton County - Albany-Corvallis Highway, 450 lineal feet pile revetment.

The Engineer reported that it seemed desirable to replace the present temporary pole bridge across White River on the Mt. Hood Loop with more stable construction. On account of the nature of this glacial stream, the Engineer did not recommend a permanent structure but again to use timber construction carrying the trestle bents lower into the stream bed and using longer spans. A structure of this kind could better withstand the quick, heavy runoff which caused washouts twice last year with resultant closing of the road for short periods. A rock filled crib dam below the bridge to prevent scouring is also a part of the plan, the total estimated cost of which is \$8000.00. The Engineer stated that this project is largely in the nature of a repair job, using poles and logs growing adjacent to the bridge site and such sawed timber as necessary from nearby mills. Therefore the Engineer recommended that the work be done with one of the bridge maintenance gangs rather than by contract. This was approved by the Commission.

The following requests were received for extension of time:

Kibler & Bartlett, contract No. 883, Ironside-Cow Valley Section, on the John Day Highway, requested extension of time to August 31, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Stevens & Doty, contract No. 893, furnishing maintenance material on the Roosevelt Coast Highway near Hebo, requested extension of time to November 1, 1927. The Engineer recommended that the extension be granted subject to a penalty in the form of payment of salary to rock checkers from the original date of completion until the original contract quantity of material is furnished.

Bullis & Company, contract No. 912, Alsea Mountain-Philomath Section of the Alsea Highway, grading, requested extension of time to September 30, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. C. Compton Company, contract No. 914, West Unit of Eddyville-Blodgett Section of the Corvallis-Newport Highway in Lincoln County, requested extension of time to September 15, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Triangle Construction Company, contract No. 928, surfacing the Arlington-Shutler Creek Section of the John Day Highway, requested extension of time to August 15, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission.

Schell & Rhodes, contract No. 929, grading Dear Creek-Hayes Hill Section of the Redwood Highway in Josephine County, requested extension of time to August 31, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

O. N. Pierce Company, contract No. 942, six bridges on the Redwood Highway, requested an extension of time to September 1, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Simonsen & Hefty, contract No. 944, furnishing maintenance materials on the Jack Horner Creek-Mohler Section of the Roosevelt Highway in Clatsop and Tillamook Counties, requested an extension of time to August 31, 1927. The Engineer recommended that the extension be granted subject to the payment of the rock checker's salary after July 31, 1927, the contract completion date, until the original contract quantity of material is furnished. Recommendation approved by the Commission.

A. S. Wallace, contract No. 945, furnishing maintenance materials for the Mystic Creek-Winston Section of the Roseburg-Coos Bay Highway in Douglas County, requested an extension of time to August 14, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

W. D. Miller Construction Co., contract No. 950, furnishing maintenance materials on the Sand Creek Hill-Williamson River Section of The Dalles-California Highway in Klamath County, requested an extension of time to October 31, 1927. Since one extension of sixty days to July 31st had previously been granted, the Engineer recommended that this extension be limited to September 30, 1927, and that inspection costs be charged to the contractor from and after the original time limit which was May 31, 1927. Recommendation approved by the Commission.

M. Chandler & Company, contract No. 953, furnishing crushed rock on The Dalles-Dillon-Dufur Section of The Dalles-California and Columbia River Highways, requested an extension of time to October 1, 1927. The Engineer recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission.

Washburn & Hall, contract No. 956, slide removal between Pistol River and Chetco River in Curry County on the Roosevelt Highway, requested

an extension of time to September 30, 1927. The Engineer reported that the contractors had started this work early but due to the late spring season they were delayed. Favorable progress was made when conditions made work possible, therefore he recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission.

C. Frank Rhodes, contract No. 961, construction of approaches to the Rogue River Bridge at Gold Hill on the Pacific Highway in Jackson County, requested an extension of time to September 15, 1927. The Engineer recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission.

St. Helens Ship Company, contract No. 967, construction of ferry boat "The Rogue", requested an extension of time to August 31, 1927. The Engineer recommended that the extension be granted without penalty. The recommendation was approved by the Commission.

Lindstrom & Feigenson, contract No. 973, concrete deck for Willamette River Bridge at Salem, requested an extension of time to August 20, 1927. The Engineer recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission.

Luther Metke, contract No. 976, construction of caretaker's cabin at Lava River Caves, Deschutes County, on The Dalles-California Highway, requested an extension of time to September 1, 1927. The Engineer recommended that the extension be granted without penalty. The recommendation was approved by the Commission.

Kelly & Fasan, contract No. 977, comfort station at Viento Park on the Columbia River Highway, requested an extension of time to August 31, 1927. The Engineer recommended that the extension be granted without penalty. The recommendation was approved by the Commission.

The Engineer suggested that it would be desirable to mark all of the state construction jobs so that people would have a better understanding of the amount of work being done in the state by the State Highway Department. After consideration the Commission authorized placing signs on each job which it has in progress containing the information that it is a state highway contract.

The Engineer filed a statement with the Commission that S. Simonson, to whom was awarded contract No. 986 for the furnishing of approximately 14,000 cubic yards of maintenance materials on the Low Pass Summit-Goldson Section, had defaulted in his contract in that he had withdrawn his men and had refused to proceed with the work. The Secretary was instructed to notify the contractor and surety of the default and readvertise the project for bids to be received at the next meeting.

The following resolution was introduced by Commissioner Sawyer who moved its adoption:

WHEREAS, the State of Oregon has expended large sums of money in the construction and improvement of the Old Oregon Trail, and

WHEREAS, there are along and in close proximity to the right of way of said highway in Umatilla County small tracts or bodies of timber now held in private ownership, which timber in the judgment of the Highway Commission should be acquired by the public and preserved because of its scenic and practical value to the traveling public, and

WHEREAS, unless the lands upon which said timber is growing are acquired by the State of Oregon, said timber will be cut for fuel or other commercial purposes and the land thus denuded of its timber will present an unsightly and unattractive appearance, and

WHEREAS, there is found growing upon the premises hereinafter described, timber which in the judgment of the highway commission should be preserved and to that end and for that purpose title to the said premises should be acquired by the state, said lands being described as follows, to wit:

All that part of the property of Daniel P. Smythe, deceased, in the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 29, T. 1 N. R. 35 E. W. M. included within a strip of land 450.0 feet wide, lying parallel and adjacent to the west right of way line of the Old Oregon Trail and more particularly described as follows:

Beginning at the NE corner of said property, said point being the $\frac{1}{4}$ section corner on the east side of section 29, T. 1 N. R. 35 E. W. M., running thence S. 0°51' W. along the east boundary of said property a distance of 456.6 ft; thence N. 59° 48' W. a distance of approximately 938.1 ft. to a point on the north boundary of said property; thence S. 88°55' E. along the said north boundary a distance of approximately 817.6 ft. to the point of beginning, containing 4.28 acres, more or less, in Umatilla County, Oregon.

and

WHEREAS, said above described property is owned by the heirs of Daniel P. Smythe, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state for the purpose of preserving for the general public the benefits of said timber, that title to said land be acquired either by purchase or agreement, and if the same can not be so acquired then by the exercise of the power of eminent domain,

THEREFORE, be it resolved, that the State Highway Commission and said Commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire the above described parcel of land for the purpose of preserving the timber growing thereon, and for the further purpose of enabling the highway commission to contribute to the culture and preservation of said timber, and said highway commission

does further hereby declare that said land is needed and is necessary for said purposes upon the grounds and for the reasons herein stated.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to negotiate with the said parties for the acquisition of said parcel of land, and in the event that they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

The following resolution was introduced by Commissioner Gates, who moved its adoption:

WHEREAS, by the terms and the provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Mount Hood Highway within Clackamas County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the State Highway Commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire the lands or premises herein described, and

WHEREAS, the lands or premises which it is deemed necessary to procure for the purposes herein stated are described as follows:

All those portions of the property of W. F. Cash and Lettie B. Cash in the plat of Rhododendron, and lying in sections 2 and 11, T. 3 S. R. 7 E. W. M., described as follows:

Parcel No. 1. Beginning at a point on the north line of Hamann Avenue in the plat of Rhododendron, which point is approximately 30 feet north and 950 feet west of the $\frac{1}{4}$ corner which is common to sections 2 and 11, T. 3 S. R. 7 E. W. M.; thence N. $64^{\circ}13'$ E. a distance of 37.5 feet to a point of tangency to a 244.6 foot radius curve right; thence along said curve a distance of 119.0 feet to the westerly line of a 12 foot roadway; thence S. $20^{\circ}00'$ E. along the westerly line of said roadway a distance of 40.0 feet to the present northerly right of way line of the Mount Hood Highway; thence in a westerly direction along said right of way line on a 306.5 foot radius curve left a distance of 87.0 feet to the northerly line of said Hamann Avenue; thence west along the northerly line of Hamann Avenue a distance of 76.0 feet to the point of beginning, containing 0.092 acres, more or less.

Parcel No. 2. Beginning at a point on the northerly line of Hamann Avenue in the plat of Rhododendron, which point is approximately 30.0 feet north and 674.5 feet west of the $\frac{1}{4}$ corner which is common to sections 2 and 11, T. 3 S. R. 7 E. W. M.; thence west along the north line of Hamann Avenue a distance of 93.0 feet to the present northerly right of way line of the Mount Hood Highway; thence in a westerly direction along said right of way line on a 306.5 foot radius curve left, a distance of 6.0 feet to the easterly line of a 12 foot roadway; thence N. $20^{\circ}00'$ W. along the easterly line of said roadway, a distance of 41.0 feet; thence in a southeasterly direction on a 244.6 foot radius curve right, a distance of 121.0 feet to the point of beginning, containing 0.057 acres, more or less.

Parcel No. 3. Beginning at a point on the south line of Hamann Avenue in the plat of Rhododendron, which point is approximately 30.0 feet south and 637.5 feet west of the $\frac{1}{4}$ corner common to sections 2 and 11, T. 3 S. R. 7 E. W. M.; thence on a 244.6 foot radius curve right a distance of 53.5 feet to a point of tangency to a course S. $32^{\circ}50'$ E.; thence S. $32^{\circ}50'$ E. a distance of 76.5 feet to a point on the present northeasterly right of way line of the Mount Hood Highway; thence along said right of way line on a 306.5 foot radius curve left, whose tangent at point of beginning bears N. $32^{\circ}50'$ W. a distance of 159.0 feet to the south line of Hamann Avenue; thence east along the south line of Hamann Avenue a distance of 41.5 feet to the point of beginning; containing 0.029 acres, more or less.

Parcel No. 4. Beginning at a point on the east line of Laurel Avenue in the town of Rhododendron, which point is approximately 86.5 feet south and 975.0 feet west of the $\frac{1}{4}$ corner which is common to sections 2 and 11, T. 3 S. R. 7 E. W. M.; thence N. $62^{\circ}30'$ E.

along the present southerly right of way line of the Mount Hood Highway to a point of tangency to a 266.5 foot radius curve right; thence along said curve a distance of 393.8 feet; thence S. 32°50' E. a distance of 120.0 feet; thence S. 73°43' W. a distance of 42.0 feet; thence N. 32°50' W. a distance of 184.5 feet to a point of tangency to a 164.6 foot radius curve left; thence along said curve a distance of 238.3 feet; thence S. 64°13' W. a distance of 103.5 feet to the east line of Laurel Avenue; thence north along the east line of Laurel Avenue a distance of 19.0 feet to the point of beginning; containing 0.266 acres, more or less.

Parcel No. 5. Beginning at the intersection of the east line of Laurel Avenue and the south line of Hamann Avenue in the plat of Rhododendron, which point is approximately 30.0 feet south and 975.0 feet west of the $\frac{1}{4}$ corner which is common to sections 2 and 11, T. 3 S. R. 7 E. W. M.; thence east along the south line of Hamann Avenue a distance of 13.5 feet to the present northerly right of way line of the Mount Hood Highway; thence S. 62°30' W. along said right of way line a distance of 15.1 feet to the east line of Laurel Avenue; thence north along the east line of Laurel Avenue a distance of 6.8 feet to the point of beginning; containing 0.001 acres, more or less.

The parcels of property herein described contain a total of 0.445 acres, more or less;

and

WHEREAS, it appears that said parcels of land are in the possession of W. F. Cash and Lettie B. Cash, his wife, which said described parcels of land are parts of a larger tract owned and in the possession of the said W. F. Cash and Lettie B. Cash, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state upon the grounds and for the reason herein stated, that title to said parcels of land be procured for the purposes herein stated.

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby

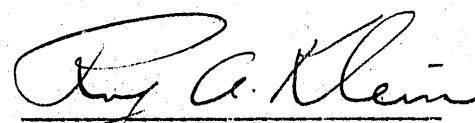
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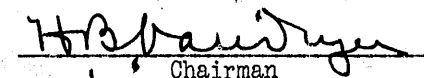
further resolved that the attorney general of the state of Oregon and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to negotiate with the said parties for the acquisition of said parcels of land, and in the event that they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

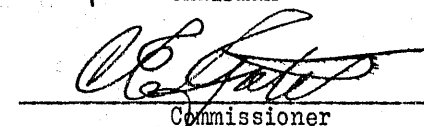
The motion was duly seconded and carried.

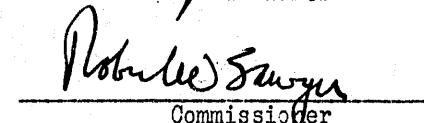
At the request of the Commission, the County Court of Washington County had procured a right of way for the revised alinement of the Tualatin Valley Highway, known as the Canyon Road extension, adjacent to the Washington-Multnomah County Line across the property of the heirs of Thomas H. Prince for the sum of \$3707.00. The County Court asked reimbursement for this amount, and on motion which was carried, the payment was authorized by the Commission.

No further business coming before the Commission, the meeting was adjourned.


State Highway Engineer
and Secretary


Chairman


Commissioner


Commissioner

Portland, Oregon, September 27, 1927.

The Commission met in Room 404 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following grading, surfacing and bridge projects:

SEP 27 1927

2222 9/27/27
CENTRAL OREGON HIGHWAY AND BURNS-OTIS MARKET ROAD
BUCHANAN-VANDERVEER SECTION - GRADING

| | |
|---------------------------|-------------|
| Jetley Bros. | \$99,562.50 |
| H. E. Cornell | 101,393.00 |
| Bullis & Co. | 106,950.60 |
| H. G. Boyer | 107,867.00 |
| Morrison-Knudsen Co. | 108,559.50 |
| J. A. Terteling & Son | 126,348.00 |
| Security Construction Co. | 132,131.50 |

THE DALLES-CALIFORNIA HIGHWAY
MADRAS-OPAL CITY JUNCTION AND METOLIUS CUTOFF SECTIONS
MAINTENANCE MATERIAL

| | |
|----------------------------|---------------|
| L. F. Ireton | \$36,796.00 |
| A. S. Wallace | 37,370.00 |
| Security Construction Co. | 37,895.00 |
| Simonsen & Hefty | 38,935.00 |
| H. G. Johnson | 42,900.00 |
| Newport Construction Co. | 42,960.00 |
| The United Contracting Co. | Irregular Bid |

WILLAMETTE HIGHWAY
WEST UNIT, LOWELL-GOODMAN CREEK SECTION - GRADING

| | |
|----------------------------|-------------|
| Baker & Scharschmidt | \$53,889.00 |
| Moon Bros. | 55,155.50 |
| E. L. Gates | 57,927.00 |
| Swartley Bros. | 59,200.00 |
| G. I. Stebbins | 59,280.40 |
| A. D. Kern | 61,209.00 |
| The United Contracting Co. | 62,827.50 |
| Greenwood & Dann | 63,220.00 |
| Washburn & Hall | 64,231.50 |
| J. W. & J. R. Hillstrom | 72,075.50 |
| John Hampshire | 77,637.50 |
| Security Construction Co. | 79,325.00 |

OLD OREGON TRAIL
PENDLETON-KAMELA SECTION - MAINTENANCE MATERIAL

| | West Unit Alone | East Unit Alone | Both Units Combined, with Reductions |
|--------------------------|--------------------|--------------------|--|
| Joslin & McAllister | | \$49,998.00 | \$ 81,764.00 |
| C. R. Seitz | | 38,497.00 | |
| Wren & Greenough | \$37,569.00 | 49,665.00 | 87,234.00 |
| Simonsen & Hefty | 39,635.00 | 44,025.00 | 82,160.00 |
| A. S. Wallace | | | 87,090.00 |
| H. G. Johnson | 40,570.00 | 49,240.00 | 88,810.00 |
| Knute Lien | 41,805.00 | | |
| Newport Construction Co. | 41,942.00 | 62,139.00 | 104,081.00 |

Cont'd

Pendleton-Kamela Section - cont'd

| | | | |
|---------------------------|-------------|-------------|--------------|
| Triangle Construction Co. | \$48,710.00 | \$53,981.00 | \$ 99,991.00 |
| H. J. Hildeburn | | 53,000.00 | |
| Security Construction Co. | 49,010.00 | 61,575.00 | 109,585.00 |
| F. J. Dussault | 53,981.00 | | |

OCHOCO HIGHWAY
MITCHELL-KEYES CREEK SUMMIT SECTION - GRADING

| | |
|----------------------------|-------------|
| F. L. Brown | \$75,000.00 |
| Moon Bros. | 78,246.00 |
| Baker & Scharschmidt | 79,135.00 |
| S. Simonsen | 82,219.00 |
| Bullis & Co. | 84,519.50 |
| Earl L. McNutt | 85,870.00 |
| Rhodes & Dillard | 87,065.00 |
| Slate Construction Co. | 87,260.00 |
| J. A. Terteling & Son | 91,625.00 |
| Jetley Bros. | 96,745.00 |
| Greenwood & Dann | 97,495.00 |
| The United Contracting Co. | 101,395.00 |
| Security Construction Co. | 105,907.50 |

ALBANY-CORVALLIS HIGHWAY
CONSTRUCTION OF REVETMENT NEAR CORVALLIS

| | |
|---------------|------------|
| L. Lebeck | \$5,300.00 |
| Curry & Hamer | 5,950.00 |
| Samuel & Neef | 6,120.00 |
| G. C. Johnson | 6,135.00 |
| O. M. Olds | 6,550.00 |

ROOSEVELT COAST HIGHWAY
BRIDGE OVER SOAPSTONE CREEK

| | |
|-----------------------------|-------------|
| Lindstrom & Feigenson | \$19,730.00 |
| The Gilpin Construction Co. | 20,560.00 |
| Clackamas Construction Co. | 21,910.00 |
| H. Makela & Son | 22,097.00 |
| Smith & Hitchcock | 25,290.00 |
| Trullinger & Mattson | 29,150.00 |
| John Slotte & Co. | 29,900.00 |

MCKENZIE HIGHWAY
BRIDGE OVER BLUE RIVER

| | |
|-----------------------------|-------------|
| E. R. Metzger | \$17,395.00 |
| O. N. Pierce & Co. | 20,255.00 |
| Stien Bros. | 22,145.00 |
| Lindstrom & Feigenson | 21,495.00 |
| J. F. Johnston | 25,487.50 |
| W. W. Head Construction Co. | 26,320.00 |
| D. P. Plymale | 27,005.00 |

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State Senator Ed F. Bailey of Junction City, J. H. Miller, Mayor of Junction City, Thos. Nelson, Secretary of Junction City Chamber of Commerce, Wayne Robertson and M. D. Lingo appeared in behalf of the Cheshire-Harpole unit of the Willamette Valley-Florence Highway. Senator Bailey urged this construction to avoid the flooded condition of present road at certain periods each winter and asked that it be included in the 1928 program. Judge Barnard of Lane County stated that the Court would endeavor to raise Lane County's cooperative share. The Chairman replied that the Commission would take the matter under consideration but could not give an answer at the present time.

Judge Barnard of Lane County asked that the Commission advertise at its next meeting the east unit of the Lowell-Goodman Creek Section of the Willamette Highway, 3.5 miles in length, with the understanding that the work would be handled on the same basis as the west unit; i. e., on a 2/3 state, 1/3 county cooperative basis, but that the county would advance the funds necessary for contractor's payments. The Commission approved the request and instructed the Engineer to prepare plans and specifications and receive bids on this project at the next meeting.

Judge Goddard and Commissioner Short of Klamath County stated that the maintenance agreement for the Sand Creek forest project (connection between The Dalles-California Highway and East Crater Lake National Park entrance) had been signed by the Klamath County Court. Judge Goddard reported that they had been unable to persuade the Bonanza people to withdraw the litigation over the routing of the Dairy-Lorenz Mill Section of the Klamath Falls-Lakeview Highway. The attorney reported that he had been unable to bring this matter to trial since the opposing counsel would not consent to trying the case outside of Klamath Falls and the Judge to whom the case was assigned would not hold court in Klamath Falls during the epidemic. Judge Goddard asked the Commission to proceed with the grading of the Sly-West Forest Boundary Section of the Klamath Falls-Lakeview Highway, commonly called the Devil's Garden Section, so as to improve travel conditions on this road. After discussion it was agreed to ask for bids on the Devil's Garden Section as soon as plans and specifications can be prepared.

State Senator Joe E. Dunne introduced the subject of securing a free interstate bridge between Portland and Vancouver by taking over this structure from Multnomah and Clark Counties by the States of Oregon and Washington. Reference was made to Chapter 301, Laws of 1927, providing the procedure to take over Multnomah County's share by the Oregon State Highway Commission, and similar legislation enacted by the Washington Legislature in regard to Clark County, Washington. After consideration, on motion of Commissioner Sawyer which was carried, it was voted to proceed under the enabling legislation and the Secretary was directed to endeavor to arrange a conference with the State Highway Department of Washington for a preliminary discussion of the proposition.

Judge Philip of Columbia County invited the Commission to visit Columbia County and look over the Nehalem Highway through Vernonia, Pittsburg and Mist which is now largely constructed on market road standards

and continues through Washington and Clatsop Counties. Judge Philip stated Columbia County has expended \$131,000 on grading and surfacing and \$27,000 on bridges on this road within the past three years. He asked that this inspection be made with a view to taking it over as a state highway.

A delegation from Reedsport consisting of R. J. Hubbard, W. A. Lovelace, Paul Bernhardt, George Staples, W. P. Reed, J. R. Wheeler, H. Woodruff and W. R. Bendien asked the Commission to designate and improve the Roosevelt Highway through the city of Reedsport connecting with the Umpqua Highway. W. A. Lovelace, President of the Board of Trustees of the Umpqua Highway Improvement District, stated that the Board had voted \$10,000 of district funds to apply on this improvement which were available as cooperative funds. After some consideration, the Commission voted to extend the Roosevelt Highway from the west city limits of Reedsport easterly on Winchester Avenue to the junction with West Railroad Avenue. The Commission voted to accept the cooperation offered by the district on the improvement of this unit, including grading, gravel surfacing and a new timber bridge across Scofield Slough. The delegation urged immediate advertising for bids and construction during the winter, but this did not appear advisable to the Commission. The Engineer was instructed to prepare plans and specifications and receive bids later when weather conditions would permit construction.

O. W. Taylor, Mayor Baker, A. M. Hodler, P. W. Sullivan, J. F. Daly and James Walters of Portland, C. H. Kelley and E. P. Cornelius of North Plains, B. A. Mitchell of Orenco, Emil F. Messing, E. L. Smith, G. R. Mills, Lester Shuley, H. E. McGraw, C. F. Hieber, G. W. Plumer and W. Pringle of Vernonia appeared in the interest of a short route from Portland to Clatsop Beach points. The route advocated by Mr. Taylor as spokesman for the delegation was west from Portland via Banks, Buxton and Vernonia using the Beaver Creek Pass, thence up Rock Creek and down Buster Creek to the Nehalem River a short distance below Jewell, thence up Little Fishhawk Creek to Humbug Creek, thence to the pass between Saddle and Humbug Mountains, thence down the Lewis and Clark River to a junction with the Wahanna-Lewis and Clark road. The distance claimed for this route between Portland and Seaside is 80 miles. A connecting road from Little Fishhawk Creek to the Necanicum River connecting with the Roosevelt Highway was also advocated to shorten the distance to Nehalem Bay points. Mayor Baker also urged the building of a short road from Portland to the beaches to accommodate growing travel. Mr. Taylor stated that a large number of prominent citizens had signed the petitions but that not all of the petitions had been returned and he wished to collect them all and present them all together. Lester Shuley of Vernonia spoke in behalf of the project as did B. A. Mitchell of Orenco and J. F. Daly of Portland. Mr. Taylor asked that an engineering investigation of the proposed route be made. Matter taken under consideration by the Commission.

Judge Schannep and Commissioners Bean and Hales of Umatilla County requested that the bridge over the Umatilla River on the Old Oregon

Trail at Umatilla be named William Doby Bridge in honor of the former chairman of the Highway Commission. On motion of Commissioner Sawyer which was carried, the request of the Umatilla County Court and other citizens of Umatilla County that the Umatilla River bridge be named William Doby Bridge was approved.

Judge Schannep reported that Umatilla County was making good progress with the grading of the Lazinka Ranch South six mile unit of the Pendleton-John Day Highway and they expected to finish it this year. Next year they propose to grade with their own funds another six mile unit which will connect with the north end of the Albee-Ukiah Forest Project already completed. When this is done, they ask that the state at its expense surface the entire twelve miles. On motion which was carried, the Commission agreed to surface the Lazinka Ranch-Albee Section of the Pendleton-John Day Highway when the grading has been completed by Umatilla County.

Judge Schannep stated that many years ago a battle was fought between the Whites and the Indians at Willow Springs and an old chimney still stands which marks the site near Lazinka Ranch. Judge Schannep recommended that it be enclosed with a suitable fence and appropriately marked. He further stated that the Umatilla County Court would secure the property if the Commission desires. The offer was accepted by the Commission.

Judge Gillette and Commissioners Conklin and Loughridge of Josephine County and Judge Hartzell and Commissioners Bursell and Alford of Jackson County with Wm. Sparling of Williams asked the Commission to make a survey from Williams via West Fork Creek and Grayback Creek to a connection with the Caves Road, with a view to placing it upon the forest highway system. The Commission replied that the ruling of the Secretary of Agriculture required affirmative action by the Bureau of Public Roads, the Forest Service and the State to place a road upon the forest highway system. C. H. Purcell, District Engineer of the Bureau of Public Roads, who was present, suggested to the delegation that the proper way to proceed was to request the Forest Service to make an economic investigation and study of this proposed route, so that when the matter of adding it to the forest highway map came up for consideration full information would be available.

Judge Gillette stated that Josephine County was very desirous that the widening program on the Caves Road be continued and urged that the work be done during the winter and spring season. He stated that in order to expedite this work, Josephine County would turn over to the state at once the \$20,000 of cooperative funds which are due next year on the Redwood Highway so that these funds could be advanced to the Government on the widening project. On motion which was carried, the offer of Josephine County to make immediate payment of the \$20,000 cooperation on the Redwood Highway was accepted and it was agreed that this money should be used in a cooperative forest road agreement for the Caves Road widening.

At four o'clock the tabulation of the bids received was read:

Harney County, Buchanan-Vanderveer Section of the Central Oregon Highway and Burns-Otis Creek Market Road, 11.2 miles of grading. On motion which was carried, this contract was awarded to Jetley Bros., the low bidders, at \$99,562.50.

Jefferson County, Madras-Opal City Junction Section of The Dalles-California Highway, furnishing maintenance materials. On motion which was carried, the contract was awarded to L. F. Ireton, the low bidder, at \$36,796.00.

Lane County, West Unit, Lowell-Goodman Creek Section of the Willamette Highway, 3.9 miles of grading. On motion which was carried, the contract was awarded to Baker & Scharschmidt, the low bidder, at \$53,889.00.

Umatilla County, Pendleton-Kamela Section of the Old Oregon Trail, furnishing maintenance materials. On motion which was carried, the contract on the west unit was awarded to Wren & Greenough, the low bidder, at \$37,569.00, and the east unit to C. R. Seitz, the low bidder, at \$38,497.00.

Wheeler County, Mitchell-Keyes Creek Summit Section of the Ochoco Highway, 7.4 miles of grading. The low bid of F. L. Brown is satisfactory, but since this is a federal aid project and the approval of the District Engineer has not been secured, the award of the contract was referred to the engineer with authority to act.

Benton County, construction of 465 lineal feet of pile revetment on the Albany-Corvallis Highway near Corvallis. On motion which was carried, this contract was awarded to L. Lebeck, the low bidder, at \$5,300.00.

Clatsop County, bridge over Soapstone Creek on the Roosevelt Coast Highway, 11.5 miles north of Mohler. On motion which was carried, the contract was awarded to Lindstrom & Feigenson, the low bidder, at \$19,730.00.

Lane County, bridge over Blue River on the McKenzie Highway. On motion which was carried, the contract was awarded to E. R. Metzger, the low bidder, at \$17,395.00.

H. C. Boyer of Ontario urged surfacing of a section of the John Day Highway from Brogan to Cow Valley, a distance of 6.4 miles, claiming that the road was in poor condition in wet weather. The Engineer was instructed to investigate and report.

A letter was received from Judge Gillette of Josephine County, stating that the County would no longer maintain the Pacific Highway bridge over the Rogue River at Grants Pass. Since the status of this structure is similar to the Santiam Bridge at Jefferson, on motion which was carried, the Commission voted to take over the maintenance of the Rogue River Bridge at Grants Pass.

The minutes of the Commission meeting of August 30, 1927 were approved.

The Commission confirmed the award of the contract made to H. E. Schmeer by the Engineer at the reduced price of \$19,000. This contract is for furnishing maintenance materials on the Pilot Rock-Freewater Section on which bids were received August 30, 1927 and Schmeer's bid of \$21,058.00 rejected.

The Secretary reported that a conference was held with the Board of Control relative to purchase of supplies under recent legislation as a result of which L. P. Campbell, Equipment Engineer, was appointed Assistant State Purchasing Agent.

The Secretary was instructed to acknowledge receipt of letters from the Port Orford Chamber of Commerce advising of their efforts to prevent erection of advertising signs on the Roosevelt Highway and express appreciation of their work and urge that it be continued.

The Secretary was instructed to follow up the matter of the Shell Oil Company signs on the Roosevelt Highway and keep the Commission advised of developments.

The Attorney reported that R. E. Johnson, to whom had been awarded contract No. 985, surfacing Reedsport to Lakeside Section of the Roosevelt Highway, wished to assign his contract to F. J. Kernan who offers a surety bond. The Engineer reported that Kernan has a commercial plant at Reedsport, some floating equipment and has previously done work for the Bureau of Public Roads, therefore he recommended that the assignment be accepted and approved. On motion which was carried, the assignment of this contract by R. E. Johnson to F. J. Kernan was approved.

The Engineer reported that he had a conference with S. Simonsen, to whom was awarded contract No. 986, furnishing maintenance materials on the Low Pass Summit Section, and the agent for the surety on the contract, Mr. Karl Lively. This is the project on which the contractor had stopped work after development work had disclosed bad quarry conditions and possibly limited rock in the first prospect which he had selected. As a result of some adjustments in the shape of paying for work done in opening up the first prospect and opening up the old quarry to afford an easier entrance and drain out the water, the contractor agreed to continue the contract and start operations at once at the old quarry site. The Engineer recommended this arrangement in order to save time over readvertising. Confirmed by Commission.

Commissioner Sawyer reported that he had attended a meeting in Eugene at which the width of right of way on the McKenzie Highway was discussed with the result that a committee had been appointed to confer with the Commission.

The Secretary reported that after continued negotiation with S. E. Forshaw, owner of property on the Old Oregon Trail in the Blue Mountains desired for timber reserve, that he had refused to sell the 10 acres adjacent to the highway for \$200 but would sell the whole 40 acres for \$500.00. The Commission approved the purchase of the 40 acre tract at \$500.00.

The following projects were approved and the Engineer instructed to prepare plans and specifications and advertise for bids:

Heppner Junction-Pendleton Section of the Old Oregon Trail, maintenance materials;
Klamath Falls-Keno Section of the Ashland-Klamath Falls Highway, resurfacing and maintenance materials;
Klamath Falls-Merrill Section of The Dalles-California Highway, resurfacing and maintenance materials;
Unity-Hereford Section of Baker-Unity Highway, surfacing 14.5 miles;
East Unit, Lowell-Goodman Creek Section of the Willamette Highway, grading 4 miles;
Bly-West Forest Boundary Section of the Klamath Falls-Lakeview Highway, grading;
Yamhill River Bridge on McMinnville-Tillamook Highway at Valley Junction;
Parrott Creek Bridge on Pacific Highway at New Era;
Luckiamute River Bridge on West Side Pacific Highway south of Monmouth;
Ash Creek Bridge on West Side Pacific Highway near Monmouth;
Foots Creek Bridge, Pacific Highway south of Grants Pass;
Rock Creek and Big Noise Creek culverts, Lower Columbia River Highway;
Skipanon River Bridge on Roosevelt Coast Highway near Astoria.

Authority was given to secure the right of way necessary for the revision in alinement at Rock Creek and Big Noise Creek on the Lower Columbia River Highway.

The date for the next meeting was set for October 25, 1927 at 10 A. M. in the Multnomah County Court House.

A request was received from the County Court of Klamath County that Market Road No. 9 be extended from the west city limits of Klamath Falls easterly across Fremont Bridge to an intersection with Nevada Avenue or Shippington Road. The Market Road Engineer recommended that it be approved. On motion which was carried, the Commission approved the request of the Klamath County Court that Market Road No. 9 be extended from the west city limits easterly across Fremont Bridge to an intersection with Nevada Avenue or Shippington Road.

The Bridge Engineer was authorized to attend the meeting of State Highway Officials to be held at Denver.

The Secretary was instructed to take up with Mr. Ira A. Williams, Geologist, the matter of preparing a booklet on the Lava River Caves.

The Commission approved the purchase of the following equipment for oiling operations next year:

- 5 Retorts (heating units) with trailers
 4 Boilers
 12 One man motor graders
 5 Bucket loaders
 1 Gas shovel, about $\frac{1}{2}$ yard capacity

At the request of the District Attorney of Lane County, the Attorney was authorized to assist in a case in which the right to require log hauling permits was contested.

The Secretary presented a letter from the recorder of the city of Salem in which the city agreed to reimburse the State Highway Commission for expenditures made in the design and preparation of plans and specifications for the Commercial Street Bridge (Pacific Highway) and such engineering supervision as is necessary. Approved by the Commission.

On motion of Commissioner Gates which was carried, the Commission approved the construction of maintenance sheds at Bend, Chemult, Prineville and Government Camp, and a patrolman's house at Chemult. On recommendation of the engineer, the Commission approved the purchase of a tract of land at Hebo 100 feet deep with an average width of 109 feet, on which there is a garage building 44x50 feet, from Hugh Arstill, for the sum of \$825.00.

The following requests for extensions of time were received:

Schell & Rhodes, contract No. 891, grading Reedsport-Winchester Bay Section of the Roosevelt Coast Highway, Douglas County, requested an extension of time to October 15, 1927. The Engineer recommended that the extension requested be granted subject to a penalty in the form of engineering expenses accrued during the period of extension. Recommendation approved by the Commission.

C. J. Montag Company, contract No. 925, Pistol River Bridge, Roosevelt Highway, Curry County, requested an extension of time to September 30, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Washburn & Hall, contract No. 934, grading Hayes Hill-Shattuck Corner Section of the Redwood Highway, requested an extension of time to October 31, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Simonsen & Hefty, contract No. 944, Jack Horner Creek-Mohler Section of the Roosevelt Coast Highway, furnishing maintenance materials, requested an extension of time to October 15, 1927. The Engineer recommended that the extension be granted subject to the payment of the rock checker's salary from the original date for completion to the date when the original contract quantity of material is furnished. Recommendation approved by the Commission.

The Newport Construction Company, contract No. 955, Beaver Creek-Rhododendron Section of the Mt. Hood Highway in Clackamas County, requested

an extension of time to October 15, 1927. The Engineer recommended that the extension requested be granted without penalty.

Doggett & Cooper, contract No. 960, furnishing maintenance materials on the Parkdale Section of the Mt. Hood Highway in Hood River County, requested an extension of time to September 23, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. L. Camp, contract No. 970, surfacing approaches to the bridge over Rogue River at Gold Hill and maintenance material, requested an extension of time to September 20, 1927. In view of the fact that the contractor had been delayed in starting due to the late completion of the grading, the Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Frick & Belvail, contract No. 972, construction of log house at Emigrant Springs Park on the Old Oregon Trail near Meacham, Umatilla County, requested an extension of time to November 30, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

No further business coming before the Commission, the meeting was adjourned.

Roy A. Klein
 State Highway Engineer and
 Secretary

H. B. Van Duzer
 Chairman
C. E. Gates
 Commissioner
Robert W. Sawyer
 Commissioner

Portland, Oregon, October 19, 1927.

The Commission met in Room 209 Imperial Hotel at 10 A. M.

Present were H. B. Van Duzer, Chairman, C. E. Gates, Commissioner, Robert W. Sawyer, Commissioner, Roy A. Klein, State Highway Engineer and Secretary.

The Commission discussed various lines of procedure in the matter of acquiring the Interstate Bridge across the Columbia River between Portland and Vancouver as provided in Chapter 301, Laws of Oregon, 1927. Chairman Van Duzer reported on the result of his conference with the Board of County Commissioners of Multnomah County the previous day. He stated that the Board wished to continue the collection of tolls for a longer

period in order to pay for the building of other approaches. Mr. Ray Conway of the Oregon State Motor Association filed a report by the State Motor Association on the subject of costs of construction, tolls collected, etc. on this bridge.

The matter of load limitations for the winter season was discussed and Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the following roads or highways have been designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to wit:

| | |
|-------------------------------|------------------------------------|
| Alsea Highway | Mt. Hood Highway |
| Ashland-Klamath Falls Highway | Redwood Highway |
| Columbia River Highway | Roosevelt Coast Highway |
| Coos Bay-Roseburg Highway | Santiam Highway |
| Corvallis-Newport Highway | Willamette Highway |
| McKenzie Highway | Willamette Valley-Florence Highway |
| McMinnville-Tillamook Highway | |

AND WHEREAS, the said above-named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them, that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles equipped with solid rubber tires carrying maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interest of the said state highways and each of them that the maximum total weight of load and vehicle equipped with solid rubber tires which shall be permitted upon any of said roads shall be reduced from 20,000 pounds to 16,500 pounds, and that the maximum allowable load of 600 pounds per inch of tire width for tires having a width in excess of 30 inches shall be reduced to 450 pounds per inch of tire width, and that the maximum

allowable load for tires having a width of less than 30 inches shall be reduced from 500 pounds per inch width of tire to 375 pounds per inch width of tire;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle having solid rubber tires of any kind, including cushion types but not pneumatic, which shall be permitted upon any of the within-named roads shall not exceed 16,500 pounds, and that on any such vehicle having a total tire width of less than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle, multiplied by 375 pounds; and on any such vehicle having a total tire width of 30 inches and more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds; and that in no event shall the combined weight of load and vehicle be in excess of 13,200 pounds at the points of contact of the two wheels of any one axle of any such vehicle;

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921, Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 341, General Laws of Oregon for 1927, shall be in full force and effect for the following period, to wit: From the 1st day of November, 1927, to the 15th day of April, 1928; and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to wit:

Alsea Highway between Philomath in Benton county and Waldport in Lincoln county.

Ashland-Klamath Falls Highway between the Pacific Highway junction in Jackson county and the south city limits of Klamath Falls in Klamath county.

Columbia River Highway between the Multnomah-Hood River County Line and the west city limits of Hood River, in Hood River county.

Coos Bay-Roseburg Highway between the south city limits of Coquille in Coos county and the Pacific Highway Junction in Douglas county, excluding that portion within the city limits of Myrtle Point.

Corvallis-Newport Highway between the city limits of Corvallis in Benton county and the city limits of Newport in Lincoln county, excluding that portion within the city limits of Toledo.

McKenzie Highway between the east city limits of Springfield and McKenzie Pass, in Lane county.

McMinnville-Tillamook Highway between Hebo in Tillamook county and the junction with the West Side Pacific Highway in Yamhill county, excluding portions within the corporate limits of Sheridan and Willamina.

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- Mt. Hood Highway between the Multnomah County Line and the Clackamas-Hood River County Line in Clackamas county, excluding the portion within the corporate limits of Sandy.
- Redwood Highway between the junction with the Pacific Highway near Grants Pass and the California State Line, in Josephine county.
- Roosevelt Coast Highway between the south city limits of Seaside in Clatsop county and the north city limits of Newport in Lincoln county, excluding the portions within the corporate limits of Wheeler, Bay City and Tillamook.
- Roosevelt Coast Highway between Lakeside and Glasgow and between the south city limits of Coquille and the California State Line, in Coos and Curry counties, excluding the portion within the corporate limits of Bandon.
- Santiam Highway between the east city limits of Albany and the north city limits of Lebanon in Linn county.
- Willamette Highway between Goshen and Lowell, in Lane county.
- Willamette Valley-Florence Highway between Cheshire and Rainrock, in Lane county.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which any of said highways are located, and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

No further business coming before the Commission, the meeting was adjourned.

R. A. Klein
State Highway Engineer and
Secretary

H. B. Van Duzer
Chairman

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

Vancouver, Washington, October 19, 1927.

A joint meeting between the State Highway Committee of the State of Washington, the Board of County Commissioners of Clark County, Washington, the Multnomah County Interstate Bridge Commission and the State Highway Commission of the State of Oregon was held in the Commissioners' Court Room, Court House of Clark County, Washington, at 2 o'clock P. M., October 19, 1927.

Present were C. W. Clausen, State Auditor, W. G. Potts, State Treasurer, C. E. Putnam, Assistant State Highway Engineer, W. A. Schwarz, District Engineer, Tom W. Holman, Assistant Attorney General, representing the State of Washington. Clark County was represented by the Board of County Commissioners, G. J. Ungemach, Chairman, and Commissioners _____ and _____, together with Dale McMullen, Prosecuting Attorney. Multnomah County was represented by the Multnomah County Interstate Bridge Commission, Amedee M. Smith, Chairman, Commissioners Phegley, Morse and Myers. The State of Oregon was represented by the Oregon State Highway Commission, H. B. Van Duzer, Chairman, C. E. Gates and Robert W. Sawyer, Commissioners, J. M. Devers, Attorney, C. B. McCullough, Bridge Engineer, Roy A. Klein, State Highway Engineer.

Mr. Clausen opened the meeting by placing in nomination H. B. Van Duzer as Chairman. Nomination seconded and carried.

The meeting was then called to order by the Chairman with the following statement: "This meeting has been called by the State Highway Committee of Washington and the State Highway Commission of Oregon looking to the elimination of tolls on the Columbia River Interstate Bridge between Vancouver and Portland and making it a free bridge."

Mr. Clausen replied, "As far as I know, Washington stands ready to act in conjunction with Oregon in making this a free bridge."

Mr. Holman: "The Oregon and Washington legislatures considered this matter concurrently;" and read from Chapter 301, 1927 Oregon Laws, and Chapter 252, 1927 Washington laws, each providing for the acquisition of the bridge by the two states.

The Chairman asked if the Commissioners of Clark County were ready to act, to which Mr. Ungemach replied, "The Clark County Board are not in a position to act as we understand it. This matter is in the hands of the State Highway Committee."

Mr. Myers stated that the Board of County Commissioners of Multnomah County desired to present a written statement of their position which he read as follows:

STATEMENT OF THE ATTITUDE OF THE MULTNOMAH
COUNTY INTERSTATE BRIDGE COMMISSION TOWARDS THE
MAKING OF THE BRIDGE ACROSS THE COLUMBIA RIVER FREE.

Since there is a good deal of agitation on the part of a few

looking toward making the Interstate Bridge across the Columbia River free to the traveling public, this Commission desires to place their position squarely before the public.

Previous to the building of this bridge, bonds to the amount of \$1,250,000.00 were voted by Multnomah County for the purpose of building the bridge proper and the approaches on the Oregon side of the river.

Two approaches were built, the Union Avenue and the Derby Street.

At the time of the settlement of the division of tolls, whereby Clark County was to receive 40% of the net income and Multnomah County was to receive 60% of the net income, the settlement was based on the actual construction cost of the main bridge. This agreement of division was reached on account of Clark County not having any approaches to build and, therefore, should not contribute towards the payment of the approaches on the Oregon side. This agreement, however, did not relieve the Multnomah County Bridge Commission from paying the bonds for the approach construction out of its Interstate Bridge receipts, and while Clark County has had a wide margin of receipts to spend on county roads of Clark County, Multnomah County has spent no money received from the Interstate Bridge whatever for any purpose other than on the bridge and its approaches.

Under the highway system of the State of Oregon, Multnomah County is not a part of the state of Oregon except when it comes to paying, then it is a very considerable portion and the move to make the Interstate Bridge free previous to the time the bonds are retired and the approaches, referred to above, put in a permanent condition, is only another move to still further add to Multnomah County's tax burden. Multnomah County is now contributing in automobile tax, gasoline tax and market road money more than three and one-half million dollars per year to the building and maintenance of the state highway system of the state of Oregon, and not one dollar of this amount is returned to Multnomah County, nor is any of it spent within the bounds of Multnomah County. Why should we add an additional burden?

Two other approach streets are desirable at this time and within a very few years will become a necessity and if these approaches have to be built from the ordinary road funds of the county it will absorb (after operation of the Willamette River bridges and ferries, and the maintenance funds on the present roads have been provided for) the entire fund for at least two years. During the two years or more that this road fund is diverted for the construction of these additional approaches, not another foot of road could be built nor a yard of pavement laid. The road income of Multnomah County has not been sufficient for paving and maintenance of its extensive system, and, therefore, if these moneys should be used at this point, the balance of the roads of the county must suffer for new improvement for at least two years to come. How much better it would be to retain the tolls on this bridge until these items are cared for than it would be to ask the people of Multnomah County to take upon themselves the providing of a half million dollars by robbing its road system or by bonding.

The present toll schedule on the bridge is the most reasonable for a bridge of its size in the United States and is not a burden upon any of its users. Therefore, with slight modifications from time to time, as its desirability became apparent, the tolls should remain in effect on the bridge until all these things are accomplished.

Amedee M. Smith
Chairman
Clay S. Morse
Commissioner
Grant Phegley
Commissioner
Stanley Myers
Commissioner

Mr. Holman: "As I understand it, Clark County is ready to deal with the State of Washington on plans that may be devised," to which Mr. Ungemach replied, "I believe that is it."

Chairman Van Duzer: "Mr. Myers, are we to understand that the Multnomah Bridge Commission is not willing to deal with the Oregon State Highway Commission?" to which Mr. Myers replied, "I think the Multnomah Bridge Commission is willing to deal with the Oregon State Highway Commission, having in mind the points mentioned in our statement." Mr. Smith affirmed this.

Chairman Van Duzer: "It seems that the Highway Commissions of Washington and Oregon have both agreed to proceed to make this a free bridge. Have you any time in mind, Mr. Clausen?"

Mr. Clausen replied, "No, our Committee has not specified any time. Both Highway Commissions have agreed to go ahead and the next step is for each Commission to take it up with the respective county boards."

Mr. Myers then made the following statement: "If our bonds were paid now, we would be willing to enter into negotiations for the removal of the tolls. The time is not ready now. Multnomah County wishes it understood, we are ready to enter into negotiations to fix a time when we can make the bridge a free bridge. It would take about 2½ years to retire the bonds and clear up expense of improvements. It is a little hard to set a time, but it would be between two or three years. It is not a question of money but of time with us when it can be done."

After a five minute recess, Mr. Holman submitted the following resolution for approval:

RESOLVED: That the Highway Committee of the State of Washington and the Highway Commission of the State of Oregon, in joint session at Vancouver, Clark County, Washington, on this 19th day of October, 1927, agree to take necessary prerequisite steps as contemplated by the respective acts of the 1927 legislatures of said states to effectuate the purchase and the elimination of tolls upon the Interstate Bridge over the

Columbia River at Vancouver, on or before July 1st, 1928, and in furtherance thereof to carry on necessary negotiations with the Board of Commissioners respectively also concerned.

Mr. Smith and Mr. Myers objected to making the time limit July 1, 1928. There was some discussion on this point.

On motion by Mr. Potts, seconded by Mr. Gates, the resolution was adopted.

On motion by Mr. Clausen, the meeting was adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner

Portland, Oregon, October 25, 1927.

The Commission met in Room 404 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Commissioner C. E. Gates was absent on account of sickness.

The following bids received on grading, surfacing and bridge projects were opened and read by the Secretary:

BAKER-UNITY HIGHWAY
UNITY-HEREFORD SECTION - SURFACING

| | |
|---------------------------|-------------|
| Joslin & McAllister | \$66,810.00 |
| Carl Nyberg | 69,500.00 |
| J. W. & J. R. Hillstrom | 69,700.00 |
| Security Construction Co. | 70,100.00 |
| A. Milne | 74,070.00 |
| Wren & Greenough | 80,300.00 |
| H. G. Johnson | 81,200.00 |
| Simonsen & Hefty | 90,150.00 |

OLD OREGON TRAIL
ARLINGTON-PENDLETON SECTION - MAINTENANCE MATERIAL

| | West Unit Alone | Middle Unit Alone | East Unit Alone | Three Units With Reduction |
|---------------------|--------------------|----------------------|--------------------|----------------------------------|
| Joslin & McAllister | \$32,685.80 | \$25,207.40 | \$29,146.40 | \$ 79,139.60 |
| H. G. Johnson | 40,581.75 | 31,106.25 | 33,850.00 | 99,538.00 |
| Simonsen & Hefty | | 35,860.00 | 36,100.00 | 115,890.00 |
| H. J. Hildeburn | 53,167.45 | 35,210.25 | 38,936.00 | 124,313.70 |
| F. G. Redmon | 35,681.00 | | 31,396.00 | |
| F. J. Dussault | 36,980.80 | | | |
| A. S. Wallace | 37,630.00 | 30,743.00 | | |
| H. E. Schmeer | 39,624.40 | 36,132.00 | 35,656.40 | |
| Wren & Greenough | 42,011.50 | | 34,684.00 | |
| Jones-Scott Co. | | 32,060.00 | | |

ASHLAND-KLAMATH FALLS HIGHWAY
KENO-KLAMATH FALLS SECTION - RESURFACING AND MAINTENANCE MATERIAL

| | |
|-------------------------------|-------------|
| Simonsen & Hefty | \$54,115.00 |
| C. L. Camp | 75,070.00 |
| H. G. Johnson | 77,555.00 |
| J. W. & J. R. Hillstrom | 79,300.00 |
| Dunn & Baker | 87,855.00 |
| W. D. Miller Construction Co. | 90,822.00 |

WILLAMETTE HIGHWAY
EAST UNIT, LOWELL-GOODMAN CREEK SECTION - GRADING

| | |
|----------------------------|--------------|
| Moon Bros. | \$108,890.00 |
| von der Hellen & Pierson | 126,016.00 |
| Bullis & Co. | 128,132.00 |
| E. L. Gates | 130,167.00 |
| Washburn & Hall | 131,237.00 |
| Swartley Bros. | 137,732.00 |
| Wren & Greenough | 139,302.20 |
| Earl L. McNutt | 145,206.00 |
| The Kesl Co. | 146,483.00 |
| P. L. Crooks & Co. | 146,780.50 |
| A. C. Greenwood | 148,085.00 |
| W. C. Elliott | 160,210.00 |
| The United Contracting Co. | 160,229.50 |
| J. T. Logan | 170,214.00 |
| State Construction Co. | 177,538.50 |

PACIFIC HIGHWAY
BRIDGE OVER PARROTT CREEK AT NEW ERA

| | |
|----------------------------|--------------|
| Rigdon Bros. | \$ 29,775.00 |
| Clackamas Construction Co. | 29,890.00 |

Cont'd

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Parrott Creek Bridge - cont'd

| | |
|-------------------------|-------------|
| Lindstrom & Feigenson | \$31,950.00 |
| A. D. Kern | 33,620.00 |
| Gilpin Construction Co. | 34,140.00 |
| O. N. Pierce & Co. | 34,700.00 |
| Kuckenberg-Wittman Co. | 35,150.00 |
| Mayer & McMillan | 35,857.00 |
| D. P. Plymale | 37,400.00 |

McMINNVILLE-TILLAMOOK HIGHWAY
BRIDGE OVER YAMHILL RIVER AT VALLEY JUNCTION

| | |
|------------------------------|-------------|
| Clackamas Construction Co. | \$18,397.50 |
| D. T. Eaton Construction Co. | 19,544.00 |
| Lindstrom & Feigenson | 19,675.00 |
| Union Bridge Company | 19,760.00 |
| J. J. Badraun | 19,970.00 |
| Portland Bridge Co. | 20,455.00 |
| Smith & Hitchcock | 20,890.00 |
| O. N. Pierce & Co. | 21,045.00 |
| O. M. Olds | 21,235.00 |
| Gilpin Construction Co. | 21,870.00 |
| J. W. Sadler | 22,395.00 |
| C. J. Montag Co. | 23,625.00 |
| Henry Makela & Son | 24,023.00 |

BUILDINGS FOR STORAGE OF EQUIPMENT
PRINEVILLE AND BEND

| | |
|--------------------|------------|
| John J. Cunningham | \$3,680.55 |
| R. J. Plette | 5,409.00 |

Mr. F. H. Chambers, representing the Chamber of Commerce of Eugene, urged that the McKenzie Pass be kept open this winter as an experiment.

Judge Barnard, Commissioners Hurd and Anderson of Lane County urged that bids be received at once for the bridge at Springfield. Attorney Devers stated that the matter of railroad cooperation had been urged at a hearing before the Public Service Commission and recommended that the advertising of this structure be held until a decision had been rendered. The Commission assured the Lane County officials that this bridge would be advertised as soon as a decision was received, even though an appeal was taken by the railroad company.

Judge Barnard asked that another unit of the Lowell-Oakridge Section of the Willamette Highway east of Goodman Creek be advertised as soon as plans are ready under the same arrangements as the two units of the Lowell-Goodman Creek Section. The Engineer reported that these could be completed for advertising at the December meeting. The Commission stated that they were agreeable to this plan and instructed the Engineer

to prepare plans and specifications.

Judge Barnard urged that the Rainrock-Florence project be considered in next year's program.

When asked regarding further cooperation by Lane County on the McKenzie Highway, Judge Barnard stated that it was their intention to place a special tax measure on the ballot at the spring election in 1928.

Judge Mast and Commissioners Klockars and Jenkins of Coos County, A. O. Rogers, representing the Port of Coos Bay, J. A. Larson, President of the Marshfield Chamber of Commerce, Mayor R. T. Whitty of Eastside and A. K. Peck, Archie Phillip and Chas. Mahaffey of Marshfield were present in the interest of a bridge across Coos Bay from Marshfield to Eastside. Mr. A. K. Peck as spokesman stated that the county ferry at Eastside was in bad condition and that it would be necessary to make extensive repairs on it unless the bridge project could be expedited and made definite. The County had voted \$300,000 in bonds for the structure which they offered to the state as a part of a plan to route the Roosevelt Highway around the east shore of Coos Bay to Glasgow, crossing Coos River and several inlets on bridge structures. Mr. Peck stated that at a previous hearing held before the War Department Engineers, the members of the Port of Coos Bay were not favorable to a bridge at Eastside but that they were now; also that this bridge as a part of the state highway system would, no doubt, receive favorable consideration, whereas a local bridge to Eastside only would not. Mr. Peck further expressed the idea that a bridge would not be permitted by the War Department at the present ferry crossing between North Bend and Glasgow. Judge Mast stated that the operation of the ferry at Eastside was a serious drain on the county resources and that the ferry Roosevelt, operating between North Bend and Glasgow, was a large annual expense and at times could not carry the traffic without delays. Various members of the delegation urged the Commission to give consideration to cooperation on the bridge to Eastside and a survey on the east shore to Glasgow to determine costs of this route. Written protests against the Eastside bridge project were received from the Coos Bay Lumber Co., A. H. Powers and the North Bend Chamber of Commerce. In view of these protests, the Secretary was instructed to notify these parties and give them an opportunity to appear before the Commission at their next meeting.

Archie Phillip stated that the property owners on Haynes and Larson Sloughs in Coos County had received a permit from the Port of Coos Bay for the formation of a diking district. They proposed that the dike be built adjacent to the present Roosevelt Highway trestle bridges and used for the roadway when completed, and at the openings tide gates be used. This would avoid the necessity of rebuilding the present timber structures and providing lift spans at the channels. Mr. Phillip proposed a cooperative arrangement between the Highway Commission and the landowners for this construction. The Engineer was instructed to make a survey of this project.

Seneca Fouts, attorney of Portland, member of the Spanish-American War Veterans, stated that he endorsed the proposal to secure a

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park site at Port Orford between Battle Rock and the Roosevelt Highway.

Mr. George W. Soranson, Secretary of the Port Orford Chamber of Commerce, reported that the Shell signs on the Roosevelt Highway from Bandon south to the California state line had been removed by the Shell Company. On motion which was carried, the thanks of the Commission were extended to Mr. Soranson for his work in securing the removal of these signs.

Mr. George W. Soranson, Secretary, presented a petition from the Port Orford Chamber of Commerce asking the State Highway Commission to purchase the tract of land lying between Battle Rock and the Roosevelt Highway for park purposes. He stated that with the exception of the Leutwyler property in Block 29, the balance of the property could be bought for approximately \$2300. On motion which was carried, the Engineer and Attorney were instructed to purchase all of Blocks 29, 28, 9 and the two easterly lots in Block 10. If the Leutwyler lot in Block 29 cannot be purchased at a reasonable price, the Attorney is authorized to condemn for park purposes. These purchases were conditioned on the County Court vacating Jefferson Street and Deady Street south of the Roosevelt Highway, and Fourth and Fifth Streets between Jefferson and Deady. Also Mr. Soranson agreed to endeavor to obtain for the state any lots in the vicinity which have been taken over by the county for taxes.

State Senator W. T. Vinton asked the Commission to authorize J. M. Devers, Attorney, to act as associate counsel in the defense of a suit by Hattrem-Nelson & Co. against the Salmon River-Grande Ronde Highway Improvement District, relating to the sale of highway improvement bonds. Inasmuch as the Commission is interested in this case, on motion which was carried, the Attorney was instructed to assist as requested.

Milton Miller and a large delegation from Butteville and vicinity urged that the road from Portland to Salem via Champoeg be adopted as a state highway and improved as funds are available. Albert Tozier spoke of the history of Champoeg. Messrs. _____ Matthieux and Herschel Clutter also spoke in favor of the project.

Lester Martin, O. F. Jacobson, M. H. Abbey and B. E. Allen of Newport, H. W. Morris, Lee Eyerly, W. H. Burtis, Oscar Peterson, C. B. Hallmark, C. Starr, J. Quigley, E. McMillan and D. Lendon of Waldport asked that the Newport-Waldport Section be constructed. Chairman Van Duzer stated that as soon as the supply of rock for surfacing was definitely determined, the project would be placed under construction. Also, if the state went to extra expense to secure rock elsewhere, Seal Rocks must be made public property.

Perry Mitchell of Yachats asked that the section of the Roosevelt Highway between Waldport and Yachats be constructed on the 1928 program, citing the dangers of beach travel. Chairman Van Duzer spoke of the unsightly buildings, including a dance hall, on the north side of the bay at Yachats and the desirability of securing a large tract for a public park along the shore of Yachats Bay. H. E. Wheeler of Yachats and George Edward

Frost, representing the owners of the Yachats townsite, were called in by Mr. Mitchell. Mr. Frost stated that nearly all of the lots along the waterfront had already been sold, but that a street or driveway between the lots and the beach had been laid out. He stated that he would cooperate with the Commission in every way possible. Division Engineer Sawyer was instructed to negotiate with Mr. Frost to secure a park site in the west end of the First Addition to Yachats (north side of Yachats river) consisting of Lots 1 to 5 and 38 to 42 in Block 1; Lots 1 to 5 and 34 to 40 in Block 2; and Lots 1 to 10 in Block 3. Also to take up with Mr. Frost the matter of securing a park site on the south side of the Yachats River lying between the highway and the ocean, comprising between six and eight acres.

After consideration, the Commission voted, as a matter of policy in future lettings of contracts, not to proceed until the interests of the general public had been protected in the securing of sites for quarries and such scenic points as the Commission in their judgment may be desirous of securing.

Judge Bengé and Commissioner Davidson of Morrow County asked for the completion of the balance of the Heppner-Spray road in the Umatilla National Forest between the south end of the Chapin Creek unit and the north end of the Haystack Creek unit. They were advised that the Commission will confer with the forest officials at a later date.

The Engineer presented a resolution adopted by the County Court of Washington County whereby Washington County agreed to cooperate to the extent of \$5000 in the securing of rights of way on a new route for the Tualatin Valley Highway through the city of Beaverton known as Cross or Center Street. A resolution adopted by the City Council of Beaverton was also presented whereby the city agreed to cooperate to the extent usually required of cities of like population in the improvement of Cross or Center Street. Paul Farrens, Attorney representing the Beaverton Broadway Association, requested that no decision be made at this time to change the present route but to hold the matter over until the next meeting in order to give the Committee time and opportunity to interview the property owners on Broadway whose property of necessity would have to be acquired in widening the present route. On motion which was carried, definite action on the offers of cooperation from Washington County and the city of Beaverton was deferred until the next meeting in order to give the Beaverton Broadway Association an opportunity to see what could be done among the property owners affected by the proposed widening.

The Attorney reported that a large number of labor claims had been left unpaid by a subcontractor named Rozell on a clearing subcontract on Contract No. 922, Winchester Bay-Lakeside Section of the Roosevelt Highway, E. L. Gates, contractor. Mr. Gates was willing to pay these claims but having a bond to protect himself, preferred to have the State pay the claims and make the equivalent deduction on his estimate of funds earned on the contract. On motion which was carried, the payment of these claims was authorized from the State Highway Fund to be charged against the contract.

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The Secretary was instructed to take up with the State Chamber of Commerce, the Portland Chamber of Commerce and other Chambers of Commerce near the state lines, whether they wished the State Highway Commission to continue to maintain the four bulletin signs at Portland, Siskiyou, Ontario and Freewater. Report on this to be made at the next meeting.

Commissioner Sawyer called attention to a sign at Hood River directing traffic to the old Columbia River Highway routing through the city via Cascade Avenue. The Attorney was instructed to investigate.

On recommendation of the Engineer, acting under authority of Chapter 217, Sec. 28, Laws of 1927, the Commission designated as a main traveled or through highway The Dalles-California Highway between the city of Bend and Terrebonne. The Engineer was instructed to place stop signs at the entrance thereto from intersecting highways or roadways.

The Engineer recommended that the routing of The Dalles-California Highway through the south part of the city of Bend be revised as follows: North on Third Street from Scott Street to Franklin Avenue, thence west on Franklin Avenue to Hill Street, intersecting the present route at that point. This change avoids several right angle turns and some narrow streets. On motion which was carried, the Commission voted to change the routing of The Dalles-California Highway in the south part of the city of Bend by continuing north on Third Street to Franklin Street, thence west on Franklin to an intersection with Hill Street.

P. H. Dater of the Forest Service, and H. D. Farmer of the Bureau of Public Roads presented a program letter proposing the expenditure of \$10,000 for surveys from government funds on the forest highway system. Approved by the Commission.

The Commission authorized the purchase of Lots 10, 11 and 12, Avery's Addition to Corvallis for the total price of \$950 for a site for maintenance equipment shed.

Construction of maintenance equipment sheds was authorized at Goldson, Paisley and Hood River. The building at the latter location, however, was subject to securing a satisfactory title to the site from the city of Hood River.

At 5 o'clock, the awards of contracts were announced as follows:

East Unit of the Lowell-Goodman Creek Section of the Willamette Highway, 3.5 miles of grading. On motion which was carried, the contract was awarded to the low bidder, Moon Bros., at \$108,890.00, this bid being satisfactory to the County Court of Lane County.

Unity-Hereford Section of the Baker-Unity Highway, 14.5 miles of surfacing. On motion which was carried, the contract was awarded to the low bidder, Joslin & McAllister, at \$66,810.00.

Keno-Klamath Falls Section of the Klamath Falls-Lakeview Highway, resurfacing and maintenance materials. On motion which was carried, the contract was awarded to the low bidder, Simonsen & Hefty, at \$54,115.00.

Arlington-Pendleton Section of the Old Oregon Trail. On motion which was carried, the contract was awarded to the low bidder, Joslin & McAllister, for all three units at \$79,139.60.

Bridge over Parrott Creek, Pacific Highway near New Era. The Commission held the two low bids for investigation.

Bridge over Yamhill River, Polk County, near Valley Junction. On motion which was carried, the contract was awarded to the Clackamas Construction Co., the low bidder, at \$18,397.50.

Maintenance equipment sheds at Prineville and at Bend. On motion which was carried, the contract was awarded to the low bidder, John J. Cunningham, at \$3,680.55.

The oiling program for 1928 was discussed in a tentative way but definite action withheld until all members could be present.

Commissioner Sawyer introduced the following resolution re the distribution of the second one-half of the market road funds and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, there has been made available for distribution by the State Highway Commission a fund known as the "State Market Road Appropriation"; and,

WHEREAS, it is further provided by said legislative act that the State Highway Commission shall, annually, apportion the appropriation provided for under the said act between the several counties complying with, and accepting the benefits of said act; and,

WHEREAS, pursuant to the provisions and commands of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 19th day of April, 1927, apportion among the several counties of the State complying with the provisions and accepting the benefits of said market road law, the 1927 State Market Road Appropriation in accordance with the terms of the act; and,

WHEREAS, the funds of the "State Market Road Appropriation" are collected semi-annually along with other state taxes; and

WHEREAS, funds are now available and it appears to the State Highway Commission to be desirable at this time to distribute

the balance of the apportionment to the several counties; and

WHEREAS, the State Highway Commission has furnished several counties with engineering supplies, or with engineering services on county projects, or with road building machinery, or with machinery repairs, or with road building materials, or with road building machinery parts; and has kept an accurate record of the cost of any of the above mentioned supplies, services, parts, repairs, or materials furnished the several counties; and has charged the above mentioned costs to the several counties, either as advance payments to be deducted from the sums apportioned to the various counties or as accounts to be paid in cash, as desired by the several county courts, and

WHEREAS, the market road act provides that the expenditures made by the State Highway Commission in fulfilling the obligations imposed by the market road act shall be paid from the market road fund;

NOW THEREFORE, BE IT RESOLVED, by the State Highway Commission, meeting in regular session, that there be distributed and disbursed out of the fund known as the "State Market Road Appropriation," the balance due in accordance with the apportionment heretofore made by the State Highway Commission the amounts to be determined as follows:

To all counties the unpaid one-half of the 1927 apportionment as apportioned by the State Highway Commission by resolution under date of April 19, 1927, provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount charged as an advance to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of September 30th, 1927, said payment to be made to the various counties upon receipt and approval of plans and specifications showing the proposed expenditure of available market road funds in accordance with the terms and provisions of said act; said sums authorized for payment to the various counties are as shown in the tabulation below, and

BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary to the Commission, be instructed to deliver a copy of this resolution to the Secretary of State, which resolution, duly attested by the Secretary of the Commission, and having the seal of the Commission attached thereto, shall be the authority of the Secretary of State, under the provisions of said Chapter 17, Title XXX, as amended by Chapter 361, General Laws of Oregon, 1925, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

| County | Second half 1927 Apportionment | Advances to Counties to be Deducted | Balance Payable to County |
|------------|--------------------------------------|---|------------------------------|
| Baker | \$ 16,149.54 | - - | \$ 16,149.54 |
| Benton | 11,332.74 | - - | 11,332.74 |
| Clackamas | 35,000.00 | - - | 35,000.00 |
| Clatsop | 20,099.69 | - - | 20,099.69 |
| Columbia | 10,268.56 | - - | 10,268.56 |
| Coos | 18,522.69 | - - | 18,522.69 |
| Crook | 4,038.17 | \$ 4.95 | 4,033.22 |
| Curry | 3,000.25 | - - | 3,000.25 |
| Deschutes | 8,861.52 | 1,869.33 | 6,992.19 |
| Douglas | 22,583.09 | 548.76 | 22,034.33 |
| Gilliam | 6,913.74 | - - | 6,913.74 |
| Grant | 5,248.55 | - - | 5,248.55 |
| Harney | 6,107.73 | - - | 6,107.73 |
| Hood River | 7,151.11 | - - | 7,151.11 |
| Jackson | 21,147.34 | - - | 21,147.34 |
| Jefferson | 3,759.47 | - - | 3,759.47 |
| Josephine | 5,608.02 | 1,067.83 | 4,540.19 |
| Klamath | 18,552.26 | - - | 18,552.26 |
| Lake | 7,109.58 | - - | 7,109.58 |
| Lane | 34,378.00 | - - | 34,378.00 |
| Lincoln | 6,218.61 | - - | 6,218.61 |
| Linn | 23,237.18 | - - | 23,237.18 |
| Malheur | 9,305.13 | - - | 9,305.13 |
| Marion | 34,112.47 | - - | 34,112.47 |
| Morrow | 7,696.93 | - - | 7,696.93 |
| Multnomah | 55,090.87 | - - | 55,090.87 |
| Polk | 13,559.88 | - - | 13,559.88 |
| Sherman | 7,116.72 | - - | 7,116.72 |
| Tillamook | 14,750.00 | 2.52 | 14,747.48 |
| Umatilla | 32,849.78 | - - | 32,849.78 |
| Union | 13,770.51 | - - | 13,770.51 |
| Wallowa | 8,138.21 | - - | 8,138.21 |
| Wasco | 12,523.22 | - - | 12,523.22 |
| Washington | 24,955.85 | - - | 24,955.85 |
| Wheeler | 3,221.24 | 1,384.75 | 1,836.49 |
| Yamhill | 14,990.20 | - - | 14,990.20 |
| | \$547,368.85 | \$4,878.14 | \$542,490.71 |

The motion was duly seconded and carried.

The following projects were authorized:

Wasco-Kent Section of the Sherman Highway, 32.5 miles, 21,000 cu. yd. maintenance materials;
Dufur-Cow Canyon Section of The Dalles-California Highway, 40.2 miles, 26,000 cu. yd. maintenance materials;

Olex-Fossil Section of the John Day Highway, 42.4 miles,
27,000 cu. yd. maintenance materials;
Heppner Junction-Ione Section of the Oregon-Washington
Highway, 28.6 miles, 20,000 cu. yd. maintenance materials;
Cow Valley-Brogan Section of the John Day Highway, 6.5 miles
surfacing;
Bridge over Wylie Creek, Lebanon-Sheas Hill Section of Santiam
Highway.

The date for the next meeting was set for 10 o'clock A. M.,
Tuesday, November 29, 1927.

A request for extension of time to October 20, 1927 was received
from John Hampshire, contract No. 917, Wheeler-Brighton Section of the
Roosevelt Highway. The Engineer recommended that the extension requested
be granted without penalty. Recommendation approved by the Commission.

Commissioner Sawyer introduced the following resolution and
moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General
Laws of Oregon, 1917, that certain highway designated as the Oregon-
Washington Highway has been definitely surveyed and located pursuant
to the provisions of said act and the location and survey thereof
have been adopted as the survey and location of said road or highway,
in harmony with which said survey and location the said road is
being improved and maintained, and

WHEREAS, the state highway commission is directed by law to
permanently improve and maintain said highway, which highway is
known as the Oregon-Washington Highway and is otherwise designated
as State Highway No. 8, and

WHEREAS, in order that said highway may be properly improved
and maintained, it is in the judgment of the highway commission
necessary that certain road building materials, to wit: sand, earth
and other mineral deposits be procured, and

WHEREAS, there exists upon and under the parcel of land here-
inafter described, sand, earth and other mineral deposits and forma-
tions suitable for road construction, road improvement, road better-
ment and road maintenance, which said materials the state highway
commission requires and needs in order to make possible the proper
improvement and maintenance of said road, and

WHEREAS, the commission has found that the said materials are
needed and required by the state for said road construction and road
maintenance purposes to the end that the said highway may be per-
manently improved and properly maintained for the use of the traveling
public, and

WHEREAS, said materials are of a character suitable for such

road construction and maintenance and are conveniently located so that
they may be produced and appropriated to the advantage of the state, and

WHEREAS, the said parcel of land or tract of land upon which
and under which said materials are found and are deposited, and which
parcel of land is in the judgment and determination of the highway com-
mission required and necessary for the purposes herein stated, is
described as follows, to wit:

All that part of the property of Margaret Jones in the
NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 22, T. 2 S. R. 28 E. W. M. in-
cluded within a strip of land lying adjacent to the
westerly right of way line of the Oregon-Washington
Highway and more particularly described as follows:

Beginning at a point on the east and west center
line of Sec. 22, T. 2 S. R. 28 E. W. M., which point is
2637.8 feet south and 195.0 feet east of the northwest
corner of said Section 22; thence south a distance of
549.5 feet; thence S. 80°40' E. a distance of 53.6 feet
to a point on the westerly right of way line of the
Oregon-Washington Highway opposite engineer's station
671+67.7; thence N. 9°20' E. along said westerly right
of way line a distance of 210.7 feet; thence on a 925.0
ft. radius curve left a distance of 208.8 feet; thence
N. 3°36' W. a distance of 55.9 feet; thence on a 165.9
ft. radius curve right a distance of 89.7 feet; thence
leaving said right of way line and running west along
the north boundary of said property a distance of 112.1
ft. to the point of beginning, containing 1.10 acres,
more or less, in Morrow County, Oregon.

and

WHEREAS, it is imperative that the state have and acquire sand,
earth and other like deposits for use in the improvement, maintenance and
betterment of said Oregon-Washington Highway, and unless such materials
are acquired for said road it can not properly and economically be im-
proved and maintained for the uses of the traveling public, and

WHEREAS, it appears that the above described parcel of land and
a larger tract, of which said parcel is a part, is owned by Margaret
Jones and ownership thereof is claimed by her, and that the defendant,
William Instone, as tenant, is in possession of said parcel of land and
of the larger tract, of which said parcel is a part, and

WHEREAS, in the judgment and determination of the highway com-
mission it is necessary and will be of advantage to the State of Oregon,
upon the grounds and for the reasons herein stated, that title to said
parcel of land be procured for the purposes herein stated,

THEREFORE, BE IT RESOLVED, that the highway commission and said

commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire the parcel of land herein described for the purpose of procuring materials therefrom for road construction and road maintenance purposes, and for the purpose of manufacturing and storing thereon such road building materials, and said commission does further declare that the acquisition of said materials and the acquisition of said parcel of land, and the manufacture and storage of road building materials on said parcel of land is necessary in order to make it possible for the state to improve and maintain said road with a surface adequate to the needs of the traveling public, and said commission does further resolve and declare that the acquisition of said materials and the acquisition of title to the said parcel of land for the purposes herein stated is and will be of advantage to the state for the reasons herein set forth, all of which reasons and purposes and necessities the commission does hereby declare and determine, and

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon, and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to negotiate with said parties for the acquisition of said parcel of land, and in the event that they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein, for the purposes herein stated.

Motion duly seconded and carried.

A remonstrance against opening up a quarry in the vicinity of De Poe Bay, on property recently condemned from the Sunset Investment Co. was received from property owners in the vicinity. In view of the need for rock for surfacing and the fact that this was the only prospective source in many miles, the Commission found it necessary to decline the request of the remonstrants.

The request of Judge Patterson of Grant County to continue the survey of the John Day (town)-Beech Creek Unit of the Pendleton-John Day Highway up Beech Creek to the South Forest Boundary was declined, it being understood that the survey would be stopped at Beech Creek for the present.

A request was received from the Lane County Court for the following extensions on their market road system: Market Road No. 13, Noti Road, six miles westerly; Market Road No. 28, London Springs Road, 2 $\frac{1}{2}$ miles westerly to the Douglas County Line to a connection with a road in Douglas County; Market Road No. 30, Row River Road, four miles, which opens up a timber region and the Bohemia mines. On the recommendation of the Market Road Engineer, the Commission approved the request of Lane County Court for the extension of these market roads.

The Commission adjourned to meet again in the evening with a committee from the Lane County Lumbermen's Club.

Portland, Oregon, October 25, 1927.

A meeting was held with a committee representing the lumber industry of Oregon in Room 315 Imperial Hotel at 8:00 P. M. Present were:

H. B. Van Duzer, Chairman
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
C. B. McCullough, Bridge Engineer

Representing the lumber industry were:

A. C. Dixon, Booth-Kelly Lumber Co., Eugene, Oregon,
J. H. Chambers, Cottage Grove, Oregon,
Austin Dodds, Dodds Lumber Co., Eugene, Oregon,
J. D. Tennant, Chairman Trustees, West Coast Lumber Trade
Extension Bureau, Long-Bell Lumber Co.,
Chester J. Hogue, West Coast Lumber Trade Extension Bureau,
L. P. Kieth, " " " " " "
J. B. Fitzgerald, " " " " " "
H. S. Evans, " " " " " "
Jason C. McCune, " " " " " "
W. I. Jones, " " " " " "
L. A. Nelson, West Coast Lumbermen's Association
S. V. Fullaway, Jr., National Lumber Manufacturer's Association.

Mr. A. C. Dixon explained that the purpose of the meeting was an effort to develop close cooperation between the State Highway Commission and the fir lumber manufacturers of the Northwest, to the end that the Commission may have help which the lumbermen can furnish in regard to specifications for timber used in highway construction, assistance in securing proper material and inspection and any other effort that the lumbermen can properly render. They asked in return consideration of the use of timber products in highway construction. Mention was made of the importance of the lumber industry to the state and the inroads which the use of other materials is making into this business. Mr. Dixon urged that more timber bridges be constructed and argued that timber bridges could be built of pleasing architectural design. He also referred to the great age of covered wooden bridges in the eastern states and to certain wooden structures of long life in this state.

L. P. Kieth stated that many failures in wood structures in the past were due to improper grades of lumber having been furnished.

L. A. Nelson, in charge of the grading department of the West Coast Lumber Trade Extension Bureau, stated that the grading department of the West Coast Lumbermen's Association would be glad to make inspection at the mill of all lumber to be used in state highway bridges.

C. J. Hogue, Manager of the Field Service Department of the West Coast Lumber Trade Extension Bureau, stated that the services of the engineers of the Bureau were available to the Commission in solving particular problems in the use of forest products, or the maintenance of timber structures.

Mr. C. B. McCullough, Bridge Engineer for the Commission, stated that all trestle construction was of wood and that many covered timber truss spans had been built in the past. There was considerable objection to covered spans, he said, because in most cases there were curves on the approaches and the housing cut off the sight distance. Opening these up with windows let in the dampness and, in a way, nullified the advantage of the covering. Mr. McCullough stated that in Eastern Oregon checking in wood trusses was very bad due to the long dry season. The comparison of a riveted steel joint and a spliced timber joint was mentioned and an opinion was given that spans of greater than 150 feet should not be constructed of wood.

Mr. J. D. Temant referred to the use of timber in bridge construction in the southern states.

Chairman Van Duzer closed the meeting, thanking those representing the lumber industry for the information given, and said, "The Commission appreciates the value of the lumber industry to the state and we are desirous of using its products wherever possible, safety to the public considered, and if we are given the kind of assistance that has been outlined here tonight from lumber engineers, you may depend on it that we will use the maximum amount of lumber and timber. It is gratifying to have the lumber industry approaching the Commission on the basis of the fitness of its material for use. Our technical department will avail themselves of this opportunity for engineering consultation and assistance. There are so many things that the Commission and the lumber industry of this state can do to the advantage of the state and both bodies when we agree, as we have tonight, on a mutual, cooperative program."

No further business coming before the Commission, the meeting was adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman
Robert W. Sawyer
Commissioner

Portland, Oregon, November 29, 1927.

The Commission met in Room 404 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were received, opened and read on the following projects:

OREGON-WASHINGTON HIGHWAY
HEPPNER JUNCTION-IONE SECTION - MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| J. W. & J. R. Hillstrom | \$21,448.00 |
| Smith & Smith, Inc. | 24,220.00 |
| H. E. Schmeer | 24,248.00 |
| A. S. Wallace | 26,322.00 |
| Homer G. Johnson | 28,387.00 |
| Joslin & McAllister | 29,657.60 |
| Wren & Greenough | 31,220.00 |
| F. J. Dussault | 33,213.00 |
| F. R. Hewett | 33,844.00 |
| Newport Construction Co. | 34,563.20 |

JOHN DAY HIGHWAY
OLEX-FOSSIL SECTION - MAINTENANCE MATERIAL

| | North Unit | South Unit | Combined with Reduction |
|--------------------------|-------------|-------------|-------------------------|
| H. E. Schmeer | \$24,479.00 | \$19,325.50 | \$43,831.50 |
| Doggett & Cooper | 23,820.00 | 20,185.00 | 44,005.00 |
| A. Milne | 25,592.50 | 20,882.50 | 44,475.00 |
| Smith & Smith, Inc. | 24,880.00 | 20,970.00 | 45,850.00 |
| Homer G. Johnson | 25,575.00 | 21,510.00 | 47,085.00 |
| C. L. Camp | 27,800.00 | 24,100.00 | 50,000.00 |
| Joslin & McAllister | 28,380.00 | 24,075.00 | 51,990.00 |
| F. R. Hewett | 32,350.00 | 25,570.00 | 55,920.00 |
| United Contracting Co. | 31,045.00 | 26,527.50 | 56,572.50 |
| Wren & Greenough | 32,200.00 | 27,100.00 | 59,300.00 |
| Newport Construction Co. | 32,880.00 | 28,400.00 | 61,280.00 |

KLAMATH FALLS-LAKEVIEW HIGHWAY
BLY-FOREST BOUNDARY SECTION - GRADING

| | Concrete Pipe | Corr. Iron Pipe |
|--------------------------|---------------|-----------------|
| W. C. Elliott | \$67,600.00 | \$67,194.00 |
| Dunn & Baker | 73,250.50 | 74,627.50 |
| A. D. Kern | 80,217.50 | 78,972.50 |
| Newport Construction Co. | 87,385.00 | 86,325.00 |
| J. T. Logan | 95,995.00 | 95,995.00 |
| von der Hellen & Pierson | 99,670.00 | 95,980.00 |

SHERMAN HIGHWAY
MORO-KENT SECTION - MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| J. W. & J. R. Hillstrom | \$24,300.00 |
| A. S. Wallace | 25,520.00 |
| Smith & Smith, Inc. | 27,300.00 |
| H. E. Schmeer | 28,035.00 |
| H. G. Johnson | 32,475.00 |
| J. J. Dann | 32,962.50 |
| United Contracting Co. | 34,942.50 |
| Craswell & Hardesty | 35,133.00 |
| C. L. Camp | 35,190.00 |
| F. R. Hewett | 36,770.00 |
| Newport Construction Co. | 40,998.00 |

PENDLETON-JOHN DAY HIGHWAY
SOUTH UNIT, LAZINKA RANCH-ALBEE SECTION - GRADING

| | Concrete Pipe | Corr. Iron Pipe |
|-------------------------|---------------|-----------------|
| Rhodes & Dillard | \$72,725.00 | \$70,560.00 |
| The Kesi Company | 85,465.00 | 84,210.00 |
| A. C. Greenwood | 86,750.00 | 85,292.50 |
| Crick & Kuney | 94,009.00 | 92,925.00 |
| P. L. Crooks & Co. Inc. | 98,600.00 | 96,720.00 |
| O. D. Wolfe & Son | 111,740.00 | 110,675.00 |

THE DALLES-CALIFORNIA HIGHWAY
DUFUR-COW CANYON JUNCTION SECTION - MAINTENANCE MATERIAL

| | |
|--------------------------|-------------|
| J. W. & J. R. Hillstrom | \$41,950.00 |
| J. J. Dann | 44,300.00 |
| Doggett & Cooper | 49,300.00 |
| H. G. Johnson | 55,965.00 |
| Newport Construction Co. | 66,030.00 |
| F. R. Hewett | 67,560.00 |

SERVICE CREEK-MITCHELL MARKET ROAD
SERVICE CREEK-DONNELLY GRADE SECTION - GRADING AND WIDENING

| | |
|----------------|------------|
| Earl L. McNutt | \$8,988.00 |
|----------------|------------|

COLUMBIA RIVER HIGHWAY
CULVERTS OVER ROCK CREEK AND BIG NOISE CREEK

| | |
|-----------------------|-------------|
| Lindstrom & Feigenson | \$10,594.00 |
| O. N. Pierce & Co. | 10,746.00 |
| Kuckenberg & Wittman | 10,888.50 |
| A. T. Dolan | 11,016.00 |
| Henry Makela & Son | 11,358.00 |
| A. D. Kern | 11,495.10 |
| M. F. McAtee | 11,867.00 |

Cont'd

Culverts over Rock Creek and Big Noise Creek - cont'd

| | |
|-----------------------------|-------------|
| The Gilpin Construction Co. | \$12,010.50 |
| Jerry Barnard | 12,100.00 |
| Mart & Co. | 12,402.00 |
| John Slotte & Co. Inc. | 12,777.00 |
| Meyers & Co. | 12,913.50 |
| Curtis Gardner | 15,409.50 |
| Lair & Co. | 19,953.00 |

WEST SIDE PACIFIC HIGHWAY
BRIDGE OVER LUCKIAMUTE RIVER

| | |
|--------------------------------|-------------|
| O. N. Pierce & Co. | \$34,210.00 |
| Samuel & Neef | 34,219.00 |
| Clackamas Construction Co. | 35,250.00 |
| Gilpin Construction Co. | 35,807.50 |
| J. J. Badraun | 35,845.00 |
| Kuckenberg-Wittman Co. | 35,900.00 |
| State Construction Co. | 35,976.00 |
| W. D. Andrews Construction Co. | 37,190.00 |
| Lindstrom & Feigenson | 37,365.00 |
| Portland Bridge Co. | 37,998.00 |
| Henry Makela & Son | 38,872.60 |
| Union Bridge Co. | 39,055.00 |
| Mayer & McMillan | 40,640.00 |
| A. C. Greenwood | 43,842.50 |

WEST SIDE PACIFIC HIGHWAY
BRIDGE OVER ASH CREEK

| | Without deduction if awarded contract for Luckiamute River Bridge | With deduction |
|-------------------------|---|----------------|
| Lindstrom & Feigenson | \$2,037.50* | |
| J. F. Johnston | 2,402.50 | |
| O. M. Olds | 2,438.00 | |
| A. C. Greenwood | 2,460.00* | |
| Mayer & McMillan | 2,460.00 | \$2,410.00 |
| Kuckenberg-Wittman Co. | 2,463.00 | 2,113.00 |
| O. N. Pierce & Co. | 2,483.00 | 2,383.00 |
| State Construction Co. | 2,581.00 | 2,096.00 |
| Gilpin Construction Co. | 2,758.00 | 2,458.00 |
| Portland Bridge Co. | 3,200.00 | 3,000.00 |
| J. J. Badraun | 3,304.00 | 2,354.00 |
| Henry Makela & Son | 3,806.00 | 3,206.00 |
| Union Bridge Co. | 3,974.00 | 3,274.00 |

*Conditioned upon award of Luckiamute River bridge contract.

The bids were referred to the Engineer for tabulation. Bids from Rohaut & Gearhart and Trullinger & Mattson were received by mail subsequent to 10 o'clock A. M. (the hour set for opening) and were returned to the bidders unopened.

Judge Kelty and Commissioner Snider of Lake County presented a statement claiming expenditures of approximately \$70,000 on several cooperative projects on which they had made advances or done work with their own forces. They stated that they desired to push construction on the Fremont Highway and urged consideration of a unit between The Dalles-California Highway Junction and the east boundary of the Fremont Forest about twenty-five miles in length. Judge Kelty stated that Deschutes County has \$15,000 and Klamath \$7,300 of bond funds which would be available for the project. On the section through the National Forest, he urged application for government forest highway funds. The Chairman stated that since the survey had not been completed and the plans and estimates had not been filed and approved, definite action could not be taken at the present meeting. The Engineer reported that the plans and estimates would be completed and filed at the next meeting of the Commission.

Judge Kelty also urged consideration of the Summer Lake Section of the Fremont Highway for the 1928 season. This project he described as beginning at the north end of the present improvement (Hunters Hill) and extending along the west shore of Summer Lake and over the divide between Summer and Silver Lakes to the west shore of Silver Lake. He stated that there was a small section previously graded near Summer Lake Post Office and that the county was now doing some grading on the state survey which would reduce the distance to be built to 11 or 12 miles. On motion which was carried, the Commission agreed to place the grading of this project on the 1928 program beginning at Hunters Hill and extending north to a point to be determined by the County Court and the Engineer but not to exceed 11 or 12 miles. It was agreed that the cooperation would be on a 25 per cent county and 75 per cent state basis, the previous credits earned by the county to be applied.

Judge Kelty also asked that the unit between the west shore of Silver Lake and the east boundary of Fremont Forest, about 30 miles, be constructed on the "desert type" standards. The Chairman stated that consideration of this unit must be deferred until the plans and estimates were filed. The County Judge also stated it was the intention of the Lake County Court to continue the grading south of Lakeview toward New Pine Creek.

Judge Beltz stated that Tillamook County was unable to keep up its schedule of payments on the cooperative work on the Roosevelt Highway which provided for the payment of the total sum of \$280,000, \$50,000 to be paid in 1926, \$75,000 in 1927 and the balance in 1928. He stated that it was necessary for the county to take up some outstanding 1923 warrants next year which would leave them short on cooperative funds. In addition to the cash payments which had been made, claim was made for credit on the Wheeler overhead structure which was used on the adopted route. Judge Beltz proposed a revised schedule of payments to meet their obligation as

follows: \$50,000 in 1928, \$50,000 in 1929 and the balance in 1930. The Chairman asked him to give the figures which he submitted as to their understanding of the indebtedness in letter form and also include their proposed extended schedule of payments so that the matter could be considered further by the Commission.

At the previous meeting on October 25, 1927, a delegation from Marshfield urged that the Commission make a survey on the east side of Coos Bay, having in mind the final location of the Roosevelt Highway crossing the upper bay at Eastside. At that meeting several telegrams were received by the Commission urging that opportunity be given for the remonstrants to present their views. The present meeting was held in response to these requests. Mr. L. J. Simpson of North Bend sketched the early history of North Bend, and stated how the business interests of the city were dependent upon the rural trade from north of the Bay, which would be lost were the Roosevelt Highway constructed on the east side of the Bay. Mr. Simpson urged that the state deny the application for the survey on the east side of the Bay and take over and operate the county ferry Roosevelt between North Bend and Glasgow.

Mr. Henry Kern of North Bend spoke against the east side of the Bay routing. John Mullen of North Bend presented resolutions from the Myrtle Point, Coquille, Bandon, and North Bend Chambers of Commerce and the Empire City Council, urging the Commission to make no change in the present Roosevelt Highway routing which would leave any one of the four cities through which it now passes off the highway. J. E. Snyder of North Bend presented resolutions from the Myrtle Point, Coquille, Bandon and North Bend Chambers of Commerce and the Empire City Council, urging the Commission to take over the operation of the ferry Roosevelt and make such plans as it deems necessary for the handling of future traffic over Coos Bay as a link in the Roosevelt Highway.

Henry Gustafson, President of the North of Bay Route Association, spoke of the agricultural interests on the bays and inlets along the route of the Roosevelt Highway north of Coos Bay and the need of direct travel facilities with North Bend. He urged that the state take over the county ferry Roosevelt and filed a resolution endorsing same by the North of Bay Route Association.

R. T. Bourns, Manager of the Stout Lumber Company, spoke of his company's interests in North Bend and their holdings north of the Bay. W. U. Douglas of Marshfield urged the construction of the Eastside bridge since the ferry to Eastside is no longer satisfactory. He stated that it was not the desire of the Marshfield people to see the Glasgow-North Bend ferry discontinued.

D. L. Buckingham, an engineer of Marshfield, presented a map prepared by the County Roadmaster which showed the present county roads on the east side of Coos Bay, together with the various bridge locations which had been proposed. Mr. Buckingham's figures showed that the location via Eastside, crossing Coos River near the mouth of Catching Slough and using the sections of the county road along the east side of the Bay

with a pile bridge across Kentuck Slough would show $5\frac{1}{4}$ miles greater distance than the Marshfield-North Bend-Glasgow route. This distance could be reduced about $1\frac{1}{4}$ miles, however, by crossing the tide flats along Coos River and reaching the higher ground near Cooston. Mr. Buckingham filed some estimates of cost prepared by the County Roadmaster covering certain units of the proposed east side route.

Judge Mast explained that the County Court were divided on this matter but were confronted with the operation of two ferries, each one costing \$20,000 annually. At the present time new approaches and a new boat were necessary on the Marshfield-Eastside run. The fact that \$300,000 in bonds had been voted for the Eastside bridge brings up the question of constructing the bridge or continuing the ferry operation. If the Roosevelt Highway is to be located on the east side of the Bay, the county offers the available bridge funds to the state toward the construction of the bridge. Judge Mast pointed out that the east of the Bay location would materially help their county market road system by making direct connections with many roads leading up the various inlets and sloughs. Also, in any event, the county would soon have to build a bridge across Coos River for market road purposes. Judge Mast urged that the Commission take over and operate the ferry between Glasgow and North Bend.

A. O. Rogers, Chairman, filed a resolution adopted by the Port of Coos Bay Commission, stating that whenever application was made by the Highway Commission for a permit to build a bridge at Eastside which provided reasonable facilities for navigation, that the Port will approve this site.

T. P. Bennett of Marshfield presented a map showing the harbor lines and objected to the Eastside location below the mills. He suggested a location above the Smith Mill and when built the bridge should provide ample width for railroad tracks. A. K. Peck of Marshfield stated that at the previous hearing held in Marshfield it was indicated that the Engineers of the War Department would not approve a bridge on the lower Bay on the present ferry crossing to Glasgow, and urged the east side location for a new bridge so that there will be no ferry on the Roosevelt Highway route. He asked that the survey be made to determine the facts regarding the Eastside route.

Chairman Van Duzer asked Judge Mast if the county would continue to operate the Glasgow ferry if the Eastside route was built. He answered, "I never expect to see that ferry discontinued." J. E. Snyder pointed out that serious congestion is found on the present Glasgow ferry on Sundays and holidays, and with the opening of the Reedsport connection, traffic will be greatly increased.

Commissioners Klockars and Jenkins of Coos County and Herbert Armstrong urged that the state take over the Glasgow ferry. Mayor Whitty of Eastside stated that the city would give the right of way required for the Eastside bridge. A. H. Powers filed a letter of protest against the Eastside bridge location.

A written protest against the Eastside bridge location was filed by F. A. Warner, Vice President of the Coos Bay Lumber Company. The Chairman announced that the entire matter would be taken under advisement.

Fred Assenheimer of Gardiner presented a resolution from the County Court of Douglas County offering cooperation, provided by special road district taxes, of \$20,116.87, on a one-third county, two-thirds state, basis of cooperation for extending the Roosevelt Highway north from the end of present construction north of Gardiner. Mr. Assenheimer suggested that a mile more would connect with the old road. Chairman Van Duzer asked Commissioner Clough of Douglas County if the County Court would not provide additional county funds for cooperation on this project. Mr. Clough responded that this would be impossible until after the county indebtedness on the cooperative work south of Reedsport was completed. The Chairman stated that the project would be considered further in connection with the forest highway program.

L. M. Graham and J. Thornburgh of Forest Grove, and R. Easter, M. Cady, G. Bell, R. Weil, Chas. Lamkin, L. M. Hesse, Web Hughes, A. W. McCredor, Otto Erickson and Messrs. Tipton, Good, Gram, Moore, Kendall, Raynard and Hulitt of Hillsboro asked for widening of the pavement between the Multnomah County line and Forest Grove to 36 feet. Mr. Graham spoke of the increased traffic on this road since it was built and stressed the fact that much more could be expected with the opening of the Canyon Road in Multnomah County. Mr. G. Bell of the Hillsboro Chamber of Commerce stated that the people of Hillsboro desired widening rather than a new location. Jack Raynard of Beaverton and Charles R. LaFollett of Cornelius also spoke in favor of widening the present pavement. W. G. Ide headed a delegation which favored the paving of an alternate route turning off the Canyon Road east of Beaverton using the Walker Road and the Base Line Road to Hillsboro. This delegation consisted of Mrs. M. E. Meyer, A. D. Schlottman, E. H. Bentreche, J. Jurgenson, C. H. Himes, C. F. Gray, G. C. Chase, D. A. O'Meara, C. Jurgenson, E. H. Bryant, E. A. Bruce, W. J. Lichty, Ernest Wilfert, V. R. Perry, M. E. O'Meara, Mrs. J. A. Sterzer, Mrs. M. O. Maave, George A. Tyler and Mrs. Tyler, Paul H. Black and Mrs. Black, M. M. Perkins, Ironside and McClain.

Hughes urged that the Walker and Base Line Roads were the most feasible route for a new paved road. W. G. Ide argued that this proposed route opens up a new district tributary to Portland. The Chairman stated that the Commission was now purchasing right of way for the Multnomah County Line-Beaverton unit on new alignment and is endeavoring to meet the needs of the people of the state as far as they are able and will continue to do so.

Joseph K. Carson, Jr., attorney for Moon Bros., presented the matter of the failure of his clients to execute the contract and bond for the construction of the East Unit of the Lowell-Goodman Creek Section of the Willamette Highway in Lane County. Judge Barnard and Commissioner Hurd of Lane County were present, since Lane County is cooperating in the project; in fact, is meeting the payments in the first instance. Mr. Carson stated that his clients had been unable to secure a bond from the surety

company which furnished the 5 per cent bid bond, or any other company, hence the default. C. G. Brownell, agent for the Southern Surety Company, stated that his company had been misled by the bidders as to the amount of their bid and urged that the bid bond be not forfeited. The Lane County Court indicated their view that the bidder's bond should be forfeited and the contract awarded to the second bidder. Judge Barnard stated that they were not in favor of adding the next unit east to this present project as had been suggested by Mr. Carson. The Chairman stated that the matter would be taken under advisement by the Commission.

In the matter of securing right of way on the McKenzie Highway, jointly with the city of Eugene for the municipal power canal, which had been suggested, Judge Barnard expressed the view that the county did not wish to negotiate for the right of way at this time and that he thought no advantage would be gained by joining with the city of Eugene.

Perry Mitchell of Yachats stated that he had made some investigations as to the quarry site near the Yachats River bridge and that the rock could be secured at a reasonable figure. George Edward Frost, agent for the owners of the Yachats townsite, stated that the owners had replied favorably with reference to cooperating with the Commission in securing some of the property on the north side of the river for park purposes. As to the tract on the south side, the owners did not wish to sell, but Mr. Frost had taken the matter up with them further. D. D. Hale, representing the owner of the dance hall at Yachats, stated that this building may be purchased at its actual cost. Mr. Frost urged the construction of the Waldport-Yachats unit. The Chairman stated that this unit would follow after the Newport-Waldport project. Division Engineer Sawyer was instructed to negotiate further with Mr. Frost.

Judge C. G. Gillette of Josephine County asked that the previously arranged cooperative agreement between the Forest Service and the State, providing for widening a section of the Caves Road above Sucker Creek, be executed. The Secretary stated that the \$20,000 in cash to be forwarded by Josephine County had not been received. Judge Gillette stated that this amount would be forwarded promptly and the Commission replied that the cooperative agreement would be signed as agreed.

T. Q. Green, representing Coburg and vicinity, urged that the Commission should consider at this time an alternate route between Harrisburg and Eugene, anticipating congestion on the Pacific Highway between Junction City and Eugene. Mr. Green advocated a direct route from Alford on the Pacific Highway south through Coburg on the east bank of the river and filed a petition from local residents. He stated that people living along this route would provide an eighty foot right of way and pointed out the fact that the new Willamette River bridge at Coburg now being constructed by Lane County was on the proper alignment to fit in with this route. The Chairman stated that it was contrary to the policy of the Commission to put any new roads on the state highway system but that when the time came for consideration of alternate routes for the Pacific Highway between Harrisburg and Eugene, all routes would be investigated.

Judge Moses of Benton County, Judge Payne and Commissioners Hume and Renninger of Linn County, Dr. Irvine of Lebanon, Dr. Robnett, J. H. Ralston and F. J. Miller of Albany asked that the survey be made for the Santiam route from Cascadia east to the foot of Seven Mile Hill, about 15 miles in length. Judge Payne stated that the County had an agreement with the owners of the old toll road that the location could be changed anywhere on their lands up to January, 1931, hence it was necessary to make the survey soon. The Chairman advised that it seemed desirable to discuss this matter with the Bureau of Public Roads and the Forest Service, since this project is wholly within the National Forest.

Philip Van Nice and Arthur M. Churchill presented a petition for a survey for a more direct road from Portland to the ocean beaches. The route suggested was via the Salmonberry River to Nehalem Bay. Mr. Van Nice urged that the construction of this inland route would be of great benefit to Portland as well as the territory traversed.

The following awards of contracts were made:

Olex-Fossil Section of the John Day Highway in Gilliam and Wheeler Counties, furnishing broken stone for maintenance. On motion which was carried, the contract was awarded to H. E. Schmeer, the low bidder, on a combined bid on both units of \$43,831.50.

South Unit, Lazinka Ranch-Albee Section of the Pendleton-John Day Highway, 6 miles grading. The contract was awarded to Rhodes & Dillard, the low bidders, on the recommendation of the Umatilla County Court. The Umatilla County Court have requested that an additional mile on the north be added to this contract at the same unit prices, which was agreed to by the low bidder.

Service Creek-Donnelly Grade Market Road, Wheeler County, grading and widening. On motion which was carried, the low bid of Earl L. McNutt, \$8,988.00, was referred to the County Court for action.

Bly-Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath County, 8.01 miles grading. On motion which was carried, the award of the contract was made to W. C. Elliott, the low bidder, at \$67,600.00, using concrete culvert pipe.

Dufur-Cow Canyon Section of The Dalles-California Highway, maintenance material. On motion which was carried, the award of the contract was made to the low bidder, J. W. & J. R. Hillstrom, at \$41,950.00.

Heppner Junction-Ione Section of the Oregon-Washington Highway in Morrow County, furnishing maintenance materials. On motion which was carried, the award of the contract was made to J. W. & J. R. Hillstrom at \$21,448.00.

Moro-Kent Section of the Sherman Highway, Sherman County, furnishing broken stone for maintenance materials. The low bid received was

that of J. W. & J. R. Hillstrom at \$24,300.00. The second bid was that of A. S. Wallace, \$25,520.00. This is the third job on which J. W. & J. R. Hillstrom are low bidders and since they have not equipment to cover all three jobs, the Engineer recommended that the second bidder be awarded the contract. Mr. J. W. Hillstrom, making a personal appearance, asked that he be given an opportunity to subcontract this work, which was granted. The matter was referred to the Engineer with authority to act.

Culverts at Rock Creek and Big Noise Creek, Lower Columbia River Highway in Clatsop County. On motion which was carried, the award of the contract was made to Lindstrom & Feigenson at \$10,594.00.

Bridge over Luckiamute River 4 miles south of Monmouth and culvert over Ash Creek near the north city limits of Monmouth, on the West Side Pacific Highway. On motion which was carried, the contract was awarded to O. N. Pierce Co., the low bidder, on a combined bid of \$35,593.00 for both.

H. W. Clough, County Commissioner of Douglas County, presented a resolution from the County Court of Douglas County appropriating the sum of \$18,000 for cooperative construction on the Tiller-Trail Road beginning at Station 0 on the Drew Section on a basis of one-third to be paid by Douglas County and two-thirds by the Government and/or the State Highway Commission of Oregon. Commissioner Clough stated that this combined amount would complete a section now impassable and thus make available a through road to Trail and open up a short route to Crater Lake. He asked that this request be considered at the joint meeting with the Bureau of Public Roads and Forest Service when the 1928 Forest Highway program is considered.

The Commission considered the matter of the failure of Moon Bros. to execute the contract awarded to them at the last meeting for the grading of the East Unit of the Lowell-Goodman Creek Section of the Willamette Highway in Lane County on which they were the low bidders.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, by order of the highway commission, bids were regularly called for on the 25th day of October, 1927, for the construction of the east unit of the Lowell-Goodman Creek Section of the Willamette Highway in Lane County, and

WHEREAS, in response to said call for bids there was submitted among other bids, a bid by Moon Brothers, which said bid was accompanied by a bidder's bond executed by Moon Brothers as principal and the Southern Surety Company as surety, and

WHEREAS, after due consideration by the highway commission it was determined that the bid of Moon Brothers in the sum of \$108,890.00 was the lowest and best bid and therefore

should be and said bid was accepted, and the contract was awarded to the said bidders for the construction of said section of said highway, and

WHEREAS, thereafter pursuant to the order of the commission, the contract and bond which was to accompany said contract were prepared and submitted to said Moon Brothers for execution, but said Moon Brothers failed, neglected and refused to execute said contract and bond, and gave as their reason therefor that they were unable to furnish the bond required by law and by the order of the commission, and

WHEREAS, at the time said bids were received the commission with the consent of the makers thereof, retained and still retains the bid and bidder's bond of the next low bidder; namely, the bid and bidder's bond of Wm. von der Hellen and C. B. Pierson, and

WHEREAS, said Moon Brothers are by reason of their failure, neglect and refusal to execute said contract and furnish said bond, in default, which default is now declared and ordered entered in the minutes of the commission, and

WHEREAS, the proposed highway construction is a cooperative project between the State of Oregon and Lane County, the costs of which improvement are to be borne by said Lane County and the State of Oregon upon an allocation thereof, and

WHEREAS, it is now the judgment and decision of the highway commission and of the county court of Lane County that the interests of the state and of said county can best be served by accepting the bid of said Wm. von der Hellen and C. B. Pierson, which said bid is in the sum of \$126,016.00, said bid being below the estimate made by the state highway engineer of the cost of said proposed highway construction, and it is further the joint judgment of the state highway commission and the county court of said county of Lane that the contract for said work should now be awarded to the said Wm. von der Hellen and C. B. Pierson, and it is further the joint judgment of the said highway commission and said county court that the bond given by Moon Brothers should be declared forfeited and the amount thereof collected.

NOW, THEREFORE, be it resolved by the State Highway Commission, all members being present and participating, said commission being assembled in regular session, that the default of said Moon Brothers by reason of their failure, neglect and refusal to enter into the said contract and furnish the bond required, be entered in the records of the commission.

Be It Further Resolved, that the bond given in connection with the bid of the said Moon Brothers be declared forfeited and the attorney for the highway commission be and he is hereby instructed to institute and prosecute such action, suit or proceedings as may be necessary to collect the amount of said bond.

Be It Further Resolved, that the bid of Wm. von der Hellen and C. B. Pierson, as copartners, be and the same is hereby accepted and the contract for said highway construction be and it is hereby awarded to the said Wm. von der Hellen and C. B. Pierson, as copartners, and the secretary to the commission and the commission's attorney are hereby directed to prepare and submit to the said Wm. von der Hellen and C. B. Pierson for their execution, the formal contract and bond required in connection with said contract.

Be It Further Resolved, that a copy of this resolution, certified to by the secretary to the highway commission, be sent to the said Moon Brothers and a copy to the Southern Surety Company.

The motion was duly seconded and carried.

P. E. Lakin, District Manager at Portland of the Shell Company, and W. A. Rich, Salem manager for the same company, advised of the removal of their advertising signs on the Roosevelt Highway in Curry County. The Chairman stated that the Commission appreciated what had been done. Mr. Lakin showed photographs of their signs in various parts of the country, showing several forms of community advertising in California and photostat copies of letters from the communities endorsing this form of advertising. He stated that they wished to work with the Commission and asked that the Commission remove the ban on the purchase of Shell products by employees of the department. No action taken.

The Chairman was authorized to employ a certified public accountant to audit the State Highway Fund and the Engineer's Payroll Revolving Fund for the fiscal year 1927.

The date for the next meeting was set for 10 o'clock A. M. December 20, 1927, to be held in Multnomah County Court House, Portland.

The Engineer was instructed to prepare plans and specifications and ask for bids on the following projects:

Klamath Falls-Merrill-Olene Section of The Dalles-California and Klamath Falls-Lakeview Highways, 18.7 miles of broken stone resurfacing and furnishing broken stone for maintenance materials.

Cow Valley-Brogan Section of the John Day Highway in Malheur County, 6.1 miles of broken stone surfacing and embankment widening.

Bridge over Wiley Creek on the Santiam Highway near Foster.

Bridge over Footh Creek on the Pacific Highway in Jackson County.

The oiling program was considered in a tentative way and then adjournment was taken to the next day.

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Portland, Oregon, November 30, 1927.

The Commission met in Room 209 Imperial Hotel at 10 o'clock A. M., with all members present and participating.

The oiling program for 1928 was considered in detail and the following new oiling was authorized:

| | |
|-----------|------------|
| Light Oil | 97.6 miles |
| Heavy Oil | 249.0 " |
| Light Mix | 10.2 " |
| Heavy Mix | 23.0 " |
| Total | 379.8 " |

The following recoiling was also programmed:

| | |
|-----------|-------------|
| Light Oil | 195.4 miles |
| Heavy Oil | 358.3 " |
| Light Mix | 3.5 " |
| Heavy Mix | 65.4 " |
| Total | 622.6 " |

The sections to be oil treated were considered individually and while it will be necessary to make some changes, because of varying conditions, it is anticipated that this program will, in the main, be carried through which will provide a total of 1325 miles of oiled surfaces of various types at the close of 1928.

A schedule of estimated income and expenditures for 1928 was submitted by the Engineer together with tentative budgets covering in detail items of general and special maintenance and minor betterments.

The Commission approved the minutes of the meetings of September 27 and October 16, 1927. The minutes of the meeting of October 25, 1927, after corrections by Commissioner Sawyer in the matter of the park site at Port Orford and pertaining to the acquisition of townsite lots at Yachats, were also approved.

The Engineer reported that Rigdon Brothers, the low bidders on the Parrott Creek bridge at the previous meeting, had associated with them on this contract George Askin and W. W. Head, experienced concrete men, and under these conditions he had awarded them the contract on their bid of \$29,775.00. The Commission confirmed the award of contract.

The Secretary presented letters which had been received from the various Chambers of Commerce in answer to inquiry regarding the desirability of continuing the four 10'x30' bulletin information signs maintained near the state lines on the principal highways entering the state. After consideration, the Commission voted to discontinue these bulletins and instructed the Secretary to notify Foster & Kleiser of

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the termination of the contract as of January 6, 1928.

A letter was received from Charles A. Brown of Chicago, stating the desire of his associates, Kempster B. Miller, Francis R. Welles, and himself to donate to the State of Oregon title to Pilot Butte adjacent to the city of Bend for the purpose of dedication as a park in honor of Terrence H. Foley, a former resident of Bend, who died there in 1925. The Secretary reported that the deed covering the property had been received and recorded. The Commission, on motion which was carried, accepted with thanks the gift of this park site in behalf of the State of Oregon. The Commission instructed that a tablet be placed at the summit with a suitable inscription when the final plans for development had been worked out. The Secretary was instructed to express the appreciation of the Commission to the donors of this park site.

The Engineer reported on the cost of widening the present road up Pilot Butte and leveling off the top at approximately \$1500.00 and the improvement was authorized.

A request was received from the Bend Trap Club for a permit to continue to use a level area at the southeast corner of the Pilot Butte Park site for shooting grounds. After discussion the Commission voted to give the Club a revocable permit to occupy the premises.

The Chairman reported that at a conference with the State Land Board an agreement was reached whereby school land scrip was made available at the rate of \$2.50 per acre for exchange for several parcels of government land which were desired for park and scenic purposes. The Commission approved this purchase.

The Engineer was instructed to prepare plans and specifications for a bridge across Schofield River on the Roosevelt Highway in Douglas County to replace the present structure, and authorized to request in behalf of the State Highway Commission a permit from the War Department covering the construction of the same.

The Secretary reported that the Port Commission of Coos Bay had notified the Commission that protests had been filed against the construction of dikes and tide gates across Haynes and Larson Sloughs which had been proposed for the replacement of timber bridges at these locations on the Roosevelt Highway and therefore consent previously given had been withdrawn.

A request received from West Salem for widening the pavement on the Salem-Dallas road through that city was declined.

The Commission ordered new signs at Mayer and Memaloose Parks on the Columbia River Highway in Wasco County.

A resolution dated November 26, 1927 was received from the County Court of Klamath County providing for the acquisition of an 80 foot right of way for the Bly-Forest Boundary Section of the Klamath

Falls-Lakeview Highway. The County Court previously advised the members of the Commission that they would cooperate on the grading of this project on a 1/3 county-2/3 state basis.

In response to the request of the Grant County Court for the continuation of the survey up Beech Creek to the south forest boundary on the Pendleton-John Day Highway, the Commission instructed the Engineer to make this when a party was available for this work.

The Engineer reported that the roadway of The Dalles-California Highway under the old Oregon Trunk trestle south of Madras is restricted by the trestle bents to 16 feet. This trestle is not now used by the railroad but is the property of the Columbia Valley Power Company who intend to use it later for a supply railroad to their power project. The Engineer was authorized to negotiate with this Company for the removal of these bents, but, failing in this, was directed to take the matter up with the Public Service Commission to secure adequate clearance.

The Engineer filed a statement certifying that R. W. Stevenson, contract No. 952, furnishing maintenance materials on the Neskowin-Hemlock Section of the Roosevelt Highway and the Hebo-Grande Ronde Section of the McMinnville-Tillamook Highway, had completed less than one-third of the contract within the time allowed for the completion of the contract, had failed to make prompt payment for labor and material furnished, and had abandoned his contract. The Secretary was instructed to give the customary seven days' notice as provided in the contract and if work is not resumed at the end of that period, the contract be declared terminated and annulled and completed as specified in the general provisions of the contract.

The following extensions of time were considered:

Joslin & McAllister, contract No. 927, Rock Creek-Lostine Section, La Grande-Wallowa Lake Highway, Wallowa County, broken stone resurfacing and furnishing maintenance materials, requested an extension of time to December 31, 1927. The Engineer reported that these contractors had been delayed by wet weather and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joslin & McAllister, contract No. 966, La Grande-Minam Section, La Grande-Wallowa Lake Highway, Union County, resurfacing and furnishing maintenance material, requested an extension of time to December 31, 1927. The Engineer reported that these contractors had been delayed by wet weather and recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Albert L. Smith, contract No. 931, Jones Hill-Vinson Section, Oregon-Washington Highway, surfacing, in Morrow and Umatilla Counties, requested an extension of time to November 30, 1927. The Engineer reported that this contractor had been unable to start production last winter as was contemplated in the contract, due to inclement weather, but

had produced a good average yardage during the working season, and therefore, recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Washburn & Hall, contract No. 934, Hayes Hill-Shattuck Corner Section, Redwood Highway, Josephine County, grading, requested an extension of time to December 15, 1927. Inasmuch as these contractors had agreed to take out slides under the present contract prices, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Simonsen & Hefty, contract No. 938, surfacing Deer Creek-Hayes Hill Section, Redwood Highway in Josephine County, requested an extension of time to October 15, 1927. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

W. D. Miller Construction Co., contract No. 950, Sand Creek Hill-Williamson River Section, The Dalles-California Highway, Klamath County, furnishing maintenance materials, requested an extension of time to November 15, 1927. Since the contract completion date of this contract expired on August 31, 1927, and on account of the fact that the Commission has been put to extra engineering expense for an inspector, the Engineer recommended that the extension be granted as requested subject to the provision that the additional engineering expense caused by this extension be paid by the contractor. Recommendation approved by the Commission.

Greenwood & Dann, contract No. 957, surfacing Siletz Bay-Otter Rock Section, Roosevelt Highway, Lincoln County, requested an extension to August 31, 1928. The Engineer reported that these contractors had placed sufficient surfacing upon this project during the present season to open the road for traffic, when it became necessary to close the quarries down because of damage done to the road in hauling after the early fall rains. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Motor Investment Company, contract No. 958, Grande Ronde-Sheridan Section, McMinnville-Tillamook Highway, Polk and Yamhill Counties, furnishing maintenance material, requested an extension of time to December 31, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Guy F. Atkinson, contract No. 965, Rockaway-Garibaldi Section, Roosevelt Coast Highway, grading, requested an extension of time to November 30, 1927 for the section between Stations 678 and 765, which unit was scheduled to be completed October 15, 1927. The Engineer recommended that the extension requested for this particular unit be granted subject to the payment of the salary and expenses of the sand checker subsequent to the original date for completion. Recommendation approved by the Commission.

G. G. McKy, contract No. 989, Waldport-Hatchery Section, Alsea Highway, Lincoln County, maintenance materials, requested an extension

of time to November 30, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Schell & Rhodes, contract No. 891, Reedsport-Winchester Bay Section of the Roosevelt Coast Highway, Douglas County, grading, requested an extension of time to November 20, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

No further business coming before the Commission, the meeting was adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner

Portland, Oregon, December 20, 1927.

The Commission met in Room 404 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were received on the following projects:

THE DALLES-CALIFORNIA AND KLAMATH FALLS-LAKEVIEW HIGHWAYS
KLAMATH FALLS-MERRILL-OLENE SECTION - RESURFACING

| | |
|-------------------------------|--------------|
| John Hampshire | \$151,244.00 |
| W. D. Miller Construction Co. | 154,016.20 |
| Dunn & Baker | 157,094.00 |
| A. Milne | 162,363.50 |
| H. G. Johnson | 183,701.00 |
| A. D. Kern | 204,252.80 |
| Wren & Greenough | 205,098.50 |

JOHN DAY HIGHWAY
COW VALLEY-BROGAN SECTION - SURFACING

| | |
|---------------------|-------------|
| Joslin & McAllister | \$35,820.00 |
| A. Milne | 40,997.50 |
| H. E. Schmeer | 41,937.50 |

SANTIAM HIGHWAY
BRIDGE OVER WILEY CREEK

| | |
|--------------------------------|-------------|
| Portland Bridge Company | \$16,560.00 |
| Clackamas Construction Company | 17,472.50 |
| Union Bridge Company | 18,172.50 |
| D. T. Eaton Construction Co. | 18,452.00 |
| O. N. Pierce & Company | 18,815.00 |
| J. P. Johnston | 19,115.00 |
| Kuckenberg-Wittman Co., Inc. | 19,702.50 |
| A. D. Kern | 20,512.50 |
| State Construction Company | 21,578.75 |
| J. J. Badraun | 21,692.50 |

PACIFIC HIGHWAY
BRIDGE OVER FOOTS CREEK

| | |
|------------------------|-------------|
| C. A. Catching | \$ 7,449.00 |
| A. D. Kern | 8,116.00 |
| O. N. Pierce & Company | 8,128.00 |
| O. M. Olds | 8,330.00 |
| Logan & Gardner | 8,458.50 |
| A. C. Greenwood | 8,735.00 |
| R. I. Stuart & Sons | 9,102.00 |

Bids were referred to the Engineer for tabulation.

M. D. Shanks of Lebanon presented the matter of proposed railroad locations paralleling the Santiam Highway now under construction between Lebanon and Sweet Home, with special reference to a section about one and one-half miles west of Sweet Home where there was a conflict between the railroad and the highway locations on account of the topography of the country, a steep slope extending up from the river bank. This section, called the "Narrows," is about one and one-quarter miles in length. Mr. R. A. Biggs stated that he was an engineer engaged in making a railroad survey but was unable to divulge the name of his principals. His plan contemplated moving the highway to a higher location and using the highway location for his railroad location. He stated that his company would secure the new right of way for the highway and be willing to pay the additional cost of construction on the new location. J. H. Ralston, speaking for an Albany and Lebanon delegation, stated that the local people were behind Mr. Biggs and urged that consideration be given his request. The Engineer reported that another engineer, named H. P. Byers, had made surveys for another railroad and had indicated that he also desired to submit his proposition to the Commission. Further consideration was deferred pending arrival of Mr. Byers.

James Conley, attorney representing the Southern Surety Company in the matter of the Moon Bros. bid on the East Unit of the Lowell-Goodman Creek Section of the Willamette Highway, stated that the contractors had misrepresented to the local agents the amount they intended to bid on the project and also that they gave a false financial statement,

hence the refusal of the Surety Company to furnish the contract bond. Mr. Conley asked that the bidder's 5 per cent bond be not forfeited but returned to the Surety Company in view of the conditions surrounding its issue. Joseph K. Carson, attorney for Moon Bros., stated that his clients desired to undertake the work but could not secure a surety bond from other companies, having been rejected by the Southern Surety Company. The Commission discussed the matter and voted not to reconsider their previous action at the November 30, 1927 meeting and to demand full payment of the five per cent bidder's bond from the Southern Surety Company. The Secretary was instructed to advise of the action taken.

Mr. A. T. Hill, President of the City Commission, and W. C. Crews, City Manager of La Grande, stated that the city was ready to secure a tract of ground between the railroad right of way and Adams Avenue 430 feet wide and extending 485 feet north of Willow Street, containing 4.79 acres, as a site for a division office building and equipment shops if the Commission would cooperate in the purchase price to some extent. Mr. Hill stated that they had a thirty day option at \$9200.00. After consideration, the Commission voted to accept the city of La Grande offer to secure this site and agreed to cooperate to the extent of \$2500.00.

Mr. Ben Dey, attorney for the Southern Pacific Company, asked to trade a strip of right of way near Canby for a strip through Stringtown near Canemah. The Attorney and the Engineer were instructed to report back to the Commission on this matter.

Mr. A. L. Veazie, attorney for the Columbia Deschutes Power Company, presented a petition asking that a portion of the right of way at the junction of the Columbia River Highway and the old Moody road, designated as state highway No. 39, be vacated, and offered in exchange an area on the west which would permit of a better connection for west bound travel. The tract on the east side is desired for a filling station to be operated in connection with a camp ground on the west bank of the Deschutes River. The Commission took the matter under consideration.

Mr. Ben Dey represented certain residents of Beaverton who are in favor of using the present routing of the state highway through Beaverton. Messrs. E. Marsh and _____ Clements stated that several abutting property owners had presented a petition to the town council requesting the improvement of North Broadway Street from the east city limits to the east line of Hamilton Boulevard and Hamilton Boulevard from the west line of North Broadway Street to the west side of Cedar Street, by grading and paving to a width of 46 feet. The Chairman stated that the matter would be taken under consideration.

The following announcement of awards of contracts was made by the Chairman:

Klamath Falls-Merrill-Olene Sections of The Dalles-California and Klamath Falls-Lakeview Highways in Klamath County, resurfacing and maintenance materials. The Commission have agreed to award the contract to the low bidder, John Hampshire, at \$154,016.20.

12/20/27

Cow Valley-Brogan Section of the John Day Highway in Malheur County, surfacing. The Commission have agreed to award the contract to the low bidder, Joslin & McAllister.

Bridge over Wiley Creek, Santiam Highway, Linn County. The Commission have agreed to award the contract to the low bidder, Portland Bridge Co., at \$16,560.00.

Bridge over Foots Creek, Pacific Highway, Jackson County. The Commission have agreed to award the contract to C. A. Catching, the low bidder, at \$7,449.00.

The hearing on the Santiam railroad matter was then taken up again. H. P. Byers of Portland stated that he represented a railroad project proposed to be built from Lebanon eastward. He stated that he was not at liberty to disclose his principals but that he had begun his survey several months ago and had options on several pieces of right of way, including one tract on the upper side of state highway right of way at the "Narrows" west of Sweet Home. These options provide that work must be started on or before May 1, 1928. Mr. Byers stated that he had discussed with the highway engineers the matter of moving the highway higher to accommodate his railroad survey. He could not say as to whether his principals would pay for this extra cost or not. Mr. Biggs, who was also present, stated that he had warranty deeds for some of the right of way parcels and options for others. The options required work to be commenced in sixty days. Mr. Biggs stated that his principals would agree to provide new right of way and pay the excess cost of moving the highway to a higher location if granted the use of the right of way now held for the state highway. Further, that they would put up a certified check or bond to guarantee an agreement to be approved by the Attorney General. The Chairman stated that if such an agreement were executed, it should contain a provision for a common user privilege of this section of the railroad. Mr. Biggs replied that he could not accept a common user clause. J. H. Ralston of Albany stated that the communities of Albany and Lebanon were behind Mr. Biggs' project and urged that the Commission give favorable consideration to his request. Dr. Irvine of Lebanon stated that Lebanon had waited a long time for this promised development and asked early approval of the project. Others in the delegation were Leonard Gilkey of Albany and Hugh Kirkpatrick and D. A. Kennedy of Lebanon. The Chairman stated that both parties would be given an opportunity to show their good faith in the matter by posting a certified check for \$10,000 at the office of the State Highway Department in the Capitol Building at Salem, Wednesday, December 21, at 2 o'clock P. M. After this deposit had been made, further consideration would be given to the matter.

Mr. Byers stated that he had not been able to get in touch with his principals on short notice, but would do so at once. After consideration, the Chairman stated that before the Commission would proceed further in this matter, it would require the applicants for this privilege to deposit a certified check for \$10,000.00 as an evidence of good faith, same to be deposited with the Secretary in the office of the State Highway

Commission at Salem not later than 2 o'clock P. M. Wednesday, December 21, 1927. It was further agreed that if either one or both companies deposit a check as required that all work on this particular section will be stopped until further details can be worked out.

John Boyer, R. H. Hunt and F. C. Robinson stated that they represented the majority of the Board of Trustees of the Salmon River Improvement District and that they are willing to secure the right of way on the survey for the new highway between Otis and the east end of the county construction, which is now being made by the Bureau of Public Roads. Mr. Boyer stated that no provision had been made for the surfacing of the unit from the Tillamook County Line (near Boyer's place) to New Grande Ronde, the grading of which had been completed this year, and that the district had no funds. The Chairman stated that this matter would be considered with the Forest Service officials when the forest highway program was considered.

A letter was received from the City Manager of Oregon City, inquiring as to the attitude of the Commission in the further improvement of the Pacific Highway through Canemah in the event that Canemah was annexed to Oregon City. The Attorney advised that in his opinion the Commission would still retain jurisdiction over this section of the Pacific Highway and could continue to maintain and improve it. The Secretary was instructed to advise the City Manager of Oregon City that the Commission would consider the Pacific Highway through Canemah in its present status and continue to maintain and improve it, even though included in the corporate limits of Oregon City.

The Secretary reported that a financial statement had been received as requested from Judge Beltz of Tillamook County and that a reference had been made to \$10,000 cooperation by the state on right of way at Rockaway, for which no agreement could be found in the record. The Secretary was instructed to furnish Judge Beltz a copy of the Commission's record as disclosed by the minutes of the meetings and advise him of this difference.

There was some discussion as to width of right of way from Rockaway to Jetty Creek on the Roosevelt Highway in Tillamook County. This was originally secured by Tillamook County 40 feet wide, being 20 feet on each side of the center line which parallels the railroad. The Tillamook County Court had previously agreed to secure an additional 10 feet on the east side and it seemed desirable to secure another 10 feet on the east side at the same time, making a total width of 60 feet, 20 feet on the railroad side and 40 feet on the east side. The County Court were willing to do this provided the State would pay for the second 10 foot strip. It was stated that no more buildings would be required to be moved on the 20 foot strip than on the 10 foot strip. In view of the necessity for more parking space during the beach season, the Commission decided to acquire the 60 foot width and agreed to pay for the proportionate cost of the second 10 feet.

12/20/27

The Engineer presented for the consideration of the Commission plans of a proposed new building to be located on the shop grounds at Salem for housing the laboratory, the office for the shops and fireproof storage space for records. Ordered deferred for present.

The Commission was advised by letter from the Secretary of Agriculture of his approval of the change requested in the routing of the Fremont Highway as a part of the Federal Aid system. The approved routing is designated as follows: "From a point on the federal aid road between Lapine and Crescent near the Deschutes-Klamath County line via Silver Lake (lake) and Lakeview to the Oregon-California state line near New Pine Creek."

The Engineer reported on the location of the Fremont Highway between Picture Rock Pass and a junction with The Dalles-California Highway near Lapine. Estimates of cost were also submitted. The Engineer stated that the surveys had been completed but that some minor revisions were advisable. On motion of Commissioner Sawyer which was carried, the location as made by the Engineer, subject to minor revisions, was adopted.

A copy of a resolution adopted by the Bandon Chamber of Commerce, was received in which was stated their purpose to oppose all advertising in non-commercial locations on the Roosevelt Highway between the Coos-Curry County line and Lampa Creek. The Secretary was instructed to acknowledge receipt and advise them of the approval of the Commission of their action.

The Attorney submitted a proposed form of bidder's bond which he recommended be adopted. On motion which was carried, the Commission adopted the new form of bidder's bond which would be required after March 15, 1928 on all proposals submitted using bid bonds. The Secretary was instructed to notify all local agents who furnish surety bonds for state highway contracts of this change in form.

On motion which was carried, the Commission voted to continue the Road Condition Reports for the present.

The Engineer advised that he had awarded to A. S. Wallace the contract for furnishing maintenance materials for the Moro-Kent Section of the Sherman Highway on his bid of \$25,520. This is the project on which Hillstrom Bros. were low bidders at the previous meeting but on account of the fact that they were awarded two other contracts, asked permission to subcontract or withdraw which was granted. They later filed a written withdrawal and the contract was then awarded to the second bidder. Award confirmed by Commission.

The date for the next meeting was set for 10 o'clock A. M., Thursday, January 26. It was agreed that at the afternoon sessions joint hearings with the Bureau of Public Roads and the Forest Service would be held to give opportunity to the county representatives to present their requests for forest highway improvement.

The following projects were authorized:

Canemah-New Era Section of Pacific Highway, Clackamas County, revision and widening 4 miles.
Beaverton-Multnomah County Line Section of Tualatin Valley Highway, revision and widening 3.5 miles.
Wolf Creek-Grave Creek Section of Pacific Highway, revision and widening.
Roseburg-Grants Pass Section of Pacific Highway, shoulder maintenance materials.
Philomath-Alsea Mountain Section of Alsea Highway, surfacing 6 miles, resurfacing 7 miles.

The Engineer was authorized to prepare specifications and conditions for proposals on concession privileges at Emigrant Park for a period of three years.

The Chairman proposed the names of T. R. Conway and L. A. McArthur as members of the Advisory Committee, who were accepted by vote of the Commission. The Secretary was instructed to notify Mr. Conway and Mr. McArthur of their election.

The Chairman reported on the meeting with the Port of Portland, the Dock Commission and a committee from the Chamber of Commerce relative to the Longview bridge matter. The Attorney was instructed to furnish the Commission with an opinion on this subject dealing with the legal phases as affecting the rights and duties of the Commission in the matter of toll bridges.

The Chairman reported that the Board of County Commissioners of Multnomah County requested that the Commission meet them in conference at 11 A. M. on December 28 in the Courthouse, Portland, to consider an agreement for the taking over of the Vancouver-Portland Interstate Bridge. Commissioner Gates asked for a change in date but agreed to attend if change could not be made conveniently.

No further business coming before the Commission, the meeting was adjourned.

H. B. Staudinger
Chairman

C. E. Gates
Commissioner

Ray A. Klein
State Highway Engineer
and Secretary

Robert W. Sawyer
Commissioner

Portland, Oregon, December 28, 1927.

The Commission met in conference with the Board of County Commissioners of Multnomah County at 11 A. M. in Room 404 Multnomah County Court House to consider the Vancouver-Portland Interstate Bridge matter pursuant to an invitation from the Multnomah Board. Commissioners Smith, Phegley and Morse of the Multnomah Board were present, together with District Attorney Myers. Representing the State of Oregon were Commissioners Van Duzer, Gates and Sawyer, State Highway Engineer Klein and Attorney Devers. Reference was made to Chapter 301, Laws of 1927, providing for the taking over of this structure by the State Highway Commissions of Oregon and Washington and making it a free bridge. The draft of a tentative agreement covering the transfer from Multnomah County to the State of Oregon was discussed and considered in detail.

L. M. Lepper urged that the tolls be continued and the funds used to extend Interstate and Vancouver Avenues to intersect the Denver and Union Avenue approaches. District Attorney Myers advised that in his opinion there was no authority in the law to use toll funds to build more approaches.

It was agreed that the date of December 31, 1928 for the turnover of the bridge to the state as a free bridge was satisfactory to all parties. It was pointed out that the law provided for the taking over and maintenance of the main river structure only, but the Highway Commission suggested that they would recommend to the legislature at its next session that the state be permitted to take over and maintain also the approach from the Columbia River bank to the junction of Union and Denver Avenues (Derby Street) approaches, including the bridge over Oregon Slough.

Chairman Smith of the Multnomah Board stated that, roughly speaking, the bridge and approach construction, its operation and maintenance to date would be paid for entirely by the end of the present year, 1927, from the Multnomah County share of the tolls, taking into consideration the sinking fund set up to meet the principal and interest on the outstanding bonds in amount \$750,000. There remained still to be considered, however, the reconstruction of the Denver Avenue approach consisting of the widening of roadbed and paving and permanent bridges estimated to cost a total of \$425,000, of which \$17,000 has already been expended.

Also in connection with the Denver Avenue approach, there was an indeterminate item for caring for the street car tracks leading to the Pacific International Livestock Exposition grounds. Estimates varying from \$17,000 to \$75,000, depending on what plan was developed, had been submitted to the County Board. On the other hand, it was pointed out that bus service might be substituted which would eliminate this contingency entirely. Another item was the shrinkage caused by the difference between the lower interest rates on invested sinking funds and the coupon rate on the outstanding bonds.

The Commission stated that they wished to have Multnomah County made "whole" on the proposition. Chairman Smith stated that a rough calculation indicated that the estimated tolls during the year 1928 would fall short by about \$100,000 of meeting current expenses, reconstructing the Denver Avenue approaches including taking care of the street car tracks, and balancing the shrinkage in the sinking fund interest fund. Chairman Smith objected to placing a limit of that amount by the words "not to exceed" in the tentative agreement and urged that actual excess should be paid. Commissioner Gates argued that the State Highway Commission should know the maximum amount of its obligation. Commissioner Morse stated that the state should pay not less than \$500,000 for the bridge, but this proposal was not supported by the other members of the Multnomah Board. State Senator Joe Dunne suggested that the sum of \$125,000 should be used as the maximum in the agreement. This was agreeable to the members of the Highway Commission and Commissioners Smith and Phegley.

As a further provision, it was agreed that in the event of a catastrophe destroying the bridge in substantial part between the date of the agreement and December 31, 1928, that the agreement would become null and void. It was also agreed that in the event of a failure by the State Highway Commission to reach an agreement with the State of Washington that the agreement would be void. It was then agreed to refer the tentative draft again to District Attorney Myers and Attorney Devers with instructions to incorporate the changes discussed and agreed upon and submit the revised agreement for further study and consideration. The meeting then adjourned at 2:30 P. M.

H. B. Van Duzer
Chairman

Roy A. Klein
State Highway Engineer
and Secretary

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

Portland, Oregon, December 28, 1927.

The Commission met in Room 209, Imperial Hotel, at 3:15 P. M.
Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

The Secretary reported that, pursuant to instructions, he had met, in the offices of the department at Salem at two o'clock December 21, 1927, the two parties interested in securing privileges for their respective railroads on the Santiam Highway at the "Narrows" near Sweet Home. Included among those present were several residents of Lebanon and Albany. Mr. Frederick De Neffe, attorney representing the Byers survey, stated that he had not been able to get in touch with his principals and, therefore, asked for more time. A written statement was submitted. Mr. De Neffe was accompanied by H. P. Byers. Mr. R. A. Biggs deposited a \$10,000 cashier's check as an evidence of good faith and submitted a statement. The check was received by the Secretary and a receipt given. Mr. Geo. F. Heusner was present with Mr. Biggs. The statements of both parties had previously been submitted to the Commission. The Secretary further reported that subsequently articles of incorporation had been filed by the Linn County Logging and Lumber Railway, with George F. Heusner, Thomas G. Greene, R. C. Harrison and Thomas G. Greene, Jr. named as incorporators, its stated purpose being to construct a railroad between Lebanon and Cascadia. Also, that articles of incorporation had been filed by the Albany and Eastern Railroad Company, with H. P. Byers, Robert Manary and Robert J. Brady named as incorporators, the stated purpose of the corporation being to construct a railroad from Albany to Bend. The Secretary reported further that, in accordance with instructions, he had stopped all construction work on this project within the limits affected by the proposed changes.

At the opening of the meeting the Chairman stated that representatives of the two contending railroads would be given an opportunity to make their statements.

Messrs. Frederick De Neffe, Robert Manary and H. P. Byers were present in the interest of the Albany and Eastern Railway. Mr. De Neffe, as attorney, stated that his company did not ask for any change in the routing of the Santiam Highway at the "Narrows" near Sweet Home, but rather intended to use their survey to the south and west or upper side of the highway on which they had options for right of way.

R. A. Biggs and Geo. F. Heusner represented the Linn County Logging and Lumber Railway. Mr. Biggs stated that his company desired to construct its line on the east and north or lower side of the highway and that on account of the proximity of the river at the "Narrows" it would be necessary to move the highway over and encroach upon the state highway right of way. He repeated his previous statement that his company would secure the additional right of way necessary and pay the excess cost over the present construction. Following this, Commissioner Gates offered the following motion and moved its adoption: That an agreement be drawn by the Attorney granting to the Linn County Logging and Lumber Railway the privilege of appropriating to its use that portion of the right of way of the Santiam Highway at the "Narrows" required for the construction of its roadbed, on condition that the State be provided, free of all cost, with additional right of way for its highway, of a width satisfactory to its engineers, and in addition the company reimburse the State for the additional cost by reason of these changes in its original location, also the

company to give a bond for faithful performance. The Attorney is also instructed to include in this agreement such further provisions as are found necessary to properly protect the best interests of the public and to submit the same for further consideration by the Commission. Motion seconded and carried.

A request was received from the W. D. Miller Construction Co., contractors, contract No. 950, Sand Creek Hill-Williamson River Section of The Dalles-California Highway, Klamath County, furnishing maintenance materials, that the penalty of inspection charges imposed by reason of delays in completing the contract beyond the contract date be waived. After consideration, the Commission voted to decline the request.

The Secretary advised that in accordance with previous instructions, advertisements had been prepared and bids had been received by the Board of Control on retorts, boilers and trailers. The following recommendations for purchase had been made by the Equipment Engineer:

- 3 retorts from the Commercial Iron Works, Portland, at \$1,375.00 each.
- 5 - 20 H. P. boilers from the Western Farquhar Machinery Co., Portland, at \$1,421.00 each.
- 3 - 7 ton trailers from the Commercial Iron Works, Portland, at \$1,150.00 each.
- 5 - 2½ ton trailers from the Willamette Equipment Co., Portland, at \$726.25 each.

The above purchases were approved by the Commission.

On recommendation of the Engineer, the Commission authorized the purchase of four one-man motor graders of different standard makes for trial use under various conditions.

The Engineer was instructed to make a reserve for surfacing the Beatty-Bly Section of the Klamath Falls-Lakeview Highway, 13.1 miles in length, at an estimated cost of \$78,000.

The Engineer was authorized to surface the west end of the Paisley-Chalk Cliff Section of the Fremont Highway in Lake County with pit run gravel at an estimated cost of not to exceed \$5000.00. This work to be done with state forces and equipment.

The Engineer filed a written statement certifying that H. J. Hildeburn, contract No. 947, furnishing maintenance materials on the La Grande-Baker Section of the Old Oregon Trail in Baker and Union Counties, had abandoned his contract approximately 64 per cent completed, and left unpaid a large number of claims. The Secretary was instructed to give him the customary seven days' notice as provided in the contract, and if work is not resumed at the end of that period, the contract be declared terminated and annulled and completed as specified in the general provisions of the contract.

On motion of Commissioner Sawyer which was carried, the Engineer