Salem, Oregon, January 18, 1935

The State Highway Commission met in special session at 2:30 o'clock p. m. in the office of the State Highway Engineer, Room 325, State Office Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Mayor T. S. Wiley and Councilman Guy T. Applewhite of the City of Ashland appeared before the Commission regarding the reconstruction of the Siskiyou Section of the Pacific Highway south from Ashland. They urged the Commission to undertake as the next project in connection with this proposed improvement the revision of the section extending from the State Normal School grounds at Ashland, southerly a distance of approximately 5.3 miles to Neil Creek which is the northerly end of the section recently reconstructed by contractors von der Hellen & Pierson. They stated that the City of Ashland proposes to construct, as an SERA project, a cast iron water pipe line along this section, involving an expenditure of about $4,500 of city money for pipe, but before placing an order for the pipe they would like to be assured by the State Highway Commission that it is the Commission's intention to reconstruct the Ashland-South Section as its next project in connection with the proposed Siskiyou improvement because, if they bought their pipe and the State did not go ahead with its improvement, they would be in the position of having spent the City's money for something that could not be used now and they would be criticized for not having spent it for labor.

They were advised that the Commission has not yet adopted its program for 1935 and will not be in position to do so until the Legislature adjourns, when a better idea will be had as to how much money will be available to the Commission for matching the Federal Aid funds; further, that in the event sufficient funds become available, then the Commission will give careful consideration to placing this project in its program for construction this year but can make no definite commitments now. In this connection the Secretary presented a resolution from the Bellview Grange No. 759, Ashland, Oregon, urging the Commission to allocate for the reconstruction of the Pacific Highway from Ashland to the Neil Creek road, the next money that becomes available, and further requesting that a dirt roadway be provided on each side of the paved portion for the benefit and safety of horse-drawn vehicles and to eliminate the necessity of driving stock along the paved portion of the roadway. The Secretary was instructed to reply to the grange in conformity with the information given Mr. Wiley and Mr. Applewhite.

Messrs. Willard C. Marshall and John R. Caughell, representing the Physicians & Surgeons Hospital Association, Salem, appeared before the





Commission regarding the furnishing of group insurance for Highway Department employes. They stated that it is their understanding that some of the employes of the State Highway Department have signed up with the National Hospital Association for group insurance, for which reason they thought the Commission should know something about their association because, so far as Salem, Portland, Eugene, Klamath Falls and Marshfield are concerned, they can serve the employes located at those places better than the National Hospital Association can serve them inasmuch as employes are not limited to only a few doctors as they are under the National plan. They further stated that they were not interested in insuring the Commission's employes in other parts of the state because the National Hospital Association is better equipped to render services in those localities. They inquired whether or not the Commission would have any objection to their soliciting the insurance of the employes in Salem and in the other cities where they have affiliations. Chairman Scott advised that the State Highway Commission has assumed no responsibility whatsoever in this matter except that at the request of the employes, the Commission authorized the making of deductions from its payrolls each month to pay the insurance premiums, but other than that it is strictly a matter between the individual employe and the insurance company. He further advised that the Commission is interested only to the extent that it wants to be sure that the employes are insured in the best possible manner. As to whether or not the Commission would have any objections to the Physicians & Surgeons Hospital Association insuring its employes if they so desire, or to the payment of premiums in the same manner as it has been arranged to pay those of the National Hospital Association, he advised that such matters will be discussed again by the Commission at its next meeting and a definite decision rendered at that time.

The Engineer presented to the Commission a tentative program for anticipated 1935 construction funds amounting to $4,000,000, based on the same percentage of allocation to the four districts of the state as was used in the formulation of the 1934 program. The Commission discussed the program but took no definite action thereon.

Reconsideration was given by the Commission to the claim of W. F. MacPherson for payment for overtime work which he rendered the State Highway Department while employed as material inspector on the L. O. Herrold contract at West Salem, Polk County. The Engineer reiterated statements made at the previous meeting when the Commission denied this claim, and advised that since then the State Labor Commissioner has interceded in Mr. MacPherson's behalf and has threatened to bring suit against the Commission to collect for the overtime worked unless the Commission will settle the matter out of court. The State Labor Commissioner, Chas. H. Gram, was then called into conference and after considerable discussion it was mutually agreed between Mr. Gram and the Commission that the matter should be presented to the Attorney General for an opinion. Both sides to the controversy agreed to abide by the Attorney General's opinion — if the Attorney General rules in favor of Mr. MacPherson, then the State Highway Commission will pay for the overtime work, otherwise the matter will be considered a closed issue, Mr. Gram having stated that he would not bring suit to collect

in the event that the Attorney General's opinion is favorable to the State Highway Commission.

Consideration was given by the Commission to the matter of adoption of a policy with regard to the cutting and trimming of trees along highway rights of way by pole line companies when extending their lines, with particular reference to the application of the Portland General Electric Company for permission to cut three fir trees which interfere with an extension of their pole line along the Mt. Hood Highway in Clackamas County. The Engineer stated that, in his opinion, trees that are trimmed present an unsightly appearance; also, that it would be impracticable to require pole line companies to install their wires in underground circuits because of the expense involved. Chairman Scott gave as his opinion that the cutting of trees growing on highway rights of way is damaging public property and should not be permitted and, if the pole line companies cannot construct their facilities on the highway rights of way without damaging public property, they should arrange to secure private right of way. Commissioners Aldrich and Washburne concurred with the Chairman in this matter and the Secretary, thereupon, was instructed to advise the Portland General Electric Company accordingly.

The Attorney was instructed by the Commission to prepare a bill for presentation to the Legislature which is now in session, modifying the present statute which authorizes pole line companies to place their pole lines on the rights of way of public roads of this state so that hereafter the State Highway Commission will have full jurisdiction over such matters so far as they pertain to state primary and secondary highways, and may state whether or not pole line companies may place their poles on the rights of way of such highways.

The Engineer reported the receipt of a letter from the City of Pendleton requesting definite assurance from the State Highway Commission that it is the Commission's intention to proceed immediately with the reconstruction of the western entrance of the Old Oregon Trail into the City of Pendleton before the city expends its funds for the right of way needed for this proposed improvement. The Engineer pointed out that this project is now being advertised for bids to be received on January 31 and it is contemplated to proceed with construction immediately thereafter unless the Federal Government objects, which is not very likely. Chairman Scott ordered that this information be brought to the attention of the City Council and that they be notified to complete the purchase of right of way at once, otherwise it may be necessary to cancel the project. Commissioner Aldrich stated that he would take care of this matter.

The Attorney reported that a similar situation exists at Newberg regarding the matter of right of way for the proposed improvement of the West Side Pacific Highway in that city. He was instructed to advise the city officials that unless they close the options for this right of way, the Commission will be obliged to cancel the project.

The Attorney also reported that in connection with the proposed





Pendleton project he has been unable to secure title to the right of way required across the grounds of the Eastern Oregon State Hospital because, under existing laws, the State Board of Control does not have legal authority to transfer title to real property under its jurisdiction, which places the Highway Commission in the position of being required to build a highway over property that it does not control. He advised that he consulted the members of the Board of Control regarding this matter and with their consent prepared a form of resolution for presentation to the present Legislature which, if it is adopted, will give to the Board of Control the legal authority to make such transfers as it deems advisable. The Commission by unanimous vote approved the action taken by the Attorney in this matter.

The Engineer reported that the Department owns 26 light trucks and 5 pickup trucks which have been driven more than 100,000 miles and should be replaced because it is uneconomical to keep them in repair to perform the heavy duty required of them. He requested authority to trade in this old equipment as part purchase price on new equipment of similar type, and to purchase 6 additional new trucks. He estimated the total cash outlay would amount to approximately $35,300 if the equipment were purchased now while there is no Code in effect concerning truck purchases. After some discussion the Commission by unanimous vote approved the purchase of this equipment.

The Engineer reported that present indications are that it will be necessary to place load restrictions on the Pendleton-Meacham Section of the Old Oregon Trail and on the Prairie City-Unity Section of the John Day Highway about March 1 in order to prevent serious damage occurring to these highways during the spring breakup when the frost is leaving the ground. He requested authority to post these roads for 50% reduced load limit if and when that appears necessary. The Commission granted the Engineer's request and, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, the following roads or highways have been duly 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:
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> JOHN DAY HIGHWAY and OLD OREGON TRAIL
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> AND WHEREAS, the said above-named state highways 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 that the maximum weights permitted and authorized by law be reduced;
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> AND WHEREAS, the State Highway Commission has, after

1/18/35

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 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 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 that the maximum total weight of load and vehicle which shall be permitted upon said roads shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named roads shall not exceed the weight herein fixed.

The maximum weights which shall apply to the JOHN DAY HIGHWAY, from Prairie City, in Grant County, to Unity in Baker County, and the maximum weights which shall apply to the OLD OREGON TRAIL, from Pendleton to Meacham, in Umatilla County, shall be as follows: When the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two-hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highways, and at important crossroads on 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 said highways are located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

The Engineer reported on the request of W. E. Warren, Tolovana Park, Cannon Beach, for the cutting off of some of the sharp points on the Cannon Beach road for the benefit of log haulers. He stated that the existing road contains many sharp curves and is dangerous to travel when logs are being hauled over it because the logs in many places take up the entire roadway; also, that it would cost a large sum of money to improve the road as requested which expense, in his estimation, is unjustified in view of the fact that the road is not in the proper location. He gave as his thought that the thing to do would be to regulate the logging traffic rather than to spend state money for improvements that could not be utilized later when the road is rebuilt on permanent alignment. He accordingly suggested that a joint investigation be made by the Highway Department and the Department of State Police to determine whether or not in the interests of the general public this road should be closed to all log hauling traffic, or if such interests would be amply safeguarded by limiting the length of logs to be hauled. The Commission approved the Engineer's suggestion and instructed him to make such investigation and report his findings at the next meeting.

A letter was presented from the County Court of Sherman County and a resolution from Kent Grange No. 688 of Sherman County requesting the improvement of the Buck Hollow Hill Section of the Tygh Valley-Sherman Secondary Highway. The Commission denied the request because of lack of available funds.

The Commission also denied for similar reasons the petition from people of Eagle Point and vicinity, Jackson County, for the resurfacing of the Little Butte Creek Secondary Highway between Eagle Point and the Lakecreek Post Office.

A letter was presented from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, pointing out that the surfacing on the Scottsburg-Reedsport Section of the Umpqua Highway in Douglas County, 15.62 miles in length, is in poor condition and giving as his thought that the Commission should consider resurfacing this section this year. The Engineer advised that it would cost about $39,000 to resurface this section with about 1,000 cu.yds. of rock per mile, and about $42,000 additional money to oil it with an O-11 specification; also, that the improvement would have to be financed with state money because it would not meet the federal requirements. He further advised that the road needs resurfacing and recommended that it be included in the 1935 construction program provided funds are available. The Commission deferred a definite decision on this matter pending adjournment of the Legislature which is now in session. The Engineer was instructed to write Mr. Lynch that because of the uncertainty of the State's revenues the Commission can make no commitments of state funds until the Legislature adjourns, at which time he will be advised. Similar action was taken by the Commission on a letter from Mr. Lynch regarding the improvement of the Canyon City-Burns

Highway and on the petitions heretofore received requesting the survey and reconstruction of the Siuslaw Highway between Cheshire and Mapleton.

The Engineer reported the receipt of a telegram from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, advising that the National Recovery Administration has decided that contractor R. I. Stuart & Sons violated the provisions of the Crushed Rock, Sand and Gravel Code in submitting their bid on November 1 for projects "B" and "C" of the Klamath Rock Production Project on The Dalles-California Highway and Green Springs Highway and, as the contract for this work has been awarded to them, they are ineligible to receive the contracts for the construction of the Roseburg and Marshfield projects on which they submitted the low bids to the Commission on December 6, 1934. In view of this telegram the Commission voted unanimously to rescind its previous action awarding the Roseburg and Marshfield projects to R. I. Stuart & Sons and ordered that these projects be readvertised for new bids.

A letter was presented from Mr. Robert Rankin, attorney for Miss Inez De Lashmutt, setting forth various claims for damages which it is alleged were incurred by Miss De Lashmutt by reason of certain highway construction along the Bertha-Beaverton Highway near Glencullen in Washington County, the total of which claims amounts to $8,605.54. In the discussion of this matter the question arose as to whether or not it would be cheaper for the State to pay the damage than to purchase all of Miss DeLashmutt's property. The Commission finally decided to deny the claims and to let the Legislature dispose of the matter, provided that is deemed proper after Chairman Scott and the Engineer have made a personal inspection of the premises.

The Commission had under consideration the claim of A. W. Hytinan, Portland, in the sum of $95.49 for damages alleged to have occurred to his truck when it was driven over an embankment on the Lower Columbia River Highway near Linnton on May 24, 1934, as a result of a cave-in of the highway embankment caused by the failure of a 12-foot retaining wall. The Engineer advised that an investigation was made of this matter which revealed that the accident happened because of the failure of the retaining wall and not because of any negligence on the part of the driver of the truck. He recommended the payment of the full amount of the claim. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from Mr. W. A. Lovelace, President of the Umpqua Highway Improvement District, advising that it is their intention to introduce a bill in the Legislature dissolving this Highway Improvement District and if this plan materializes there will accrue to the District certain funds from the collection of taxes heretofore assessed and now delinquent, which funds they propose to turn over to the State Highway Commission to help finance improvements to the Umpqua Highway within the district limits. The Secretary was instructed by the Commission





to advise the District that the Commission will be glad to use its funds for improvements to the Umpqua Highway, and to ascertain the anticipated amount of such funds.

A resolution was presented from the City Council of Seaside requesting the Commission to appropriate in its budget for this year an amount to repair and improve the city streets over which is routed the Oregon Coast Highway in their city. The Secretary was instructed to advise the City Council that the Commission can make no commitment of funds until the Legislature adjourns, but will bear their project in mind.

Communications were presented from the East Side Commercial Club, Armentrout-Wicke Motor Company, East 39th Street Improvement Association, and the Hawthorne Commercial Club, all of Portland, urging the Commission to make provision for the construction of an extension of Foster Road, Portland, to connect with the Mt. Hood Highway. Chairman Scott advised that he has replied to these communications.

The Commission had under consideration the matter of signing an agreement with the State of California, by and through its Director of Public Works, covering the matter of the appropriation of certain road building material by the State of California from a gravel pit owned by the State of Oregon, located at Rough and Ready Creek in Josephine County, Oregon. The Engineer advised that the California Highway Department contemplates making certain improvements to the Redwood Highway just south of the California-Oregon line, but they have no suitable supply of rock for the surfacing operations, wherefore they have requested the privilege of obtaining material from a gravel pit located in Oregon and under the control of the Oregon State Highway Department. He added that the proposed California improvement will be of considerable benefit to Oregon and recommended that the privilege be granted. The Commission approved the Engineer's recommendation and thereupon signed the agreement.

The Commission had under consideration the matter of signing an agreement with H. M. Hadley providing for the construction and demonstration of a machine known as the "Hadley Vibrating Paver" at the state highway shops in Salem. The Engineer explained that this is a new invention by Mr. Hadley, who alleges that its use in concrete pavement construction will decrease the amount of cement required and consequently reduce the cost of concrete roads. He further explained that this would be the first machine of its kind to be operated in the state of Oregon and Mr. Hadley has proposed that if the State would furnish the motive power (a Ford engine estimated to cost about $300), he would pay the balance of the cost himself, estimated at $1,200 and the machine could be built in the state shops. He advised that the agreement provides that Mr. Hadley shall post a certified check in the amount of $1,200 and shall also pay the balance of the expense, if any there be, the machine to be the property of the State of Oregon. He also advised that Mr. Hadley stated to him that the cement companies have agreed to furnish the cement free for a demonstration section of pavement in the state highway shop grounds provided the State will furnish the gravel and sand, the demonstration piece of pavement to be as long a section as the State desires. He requested

1/19/35

instructions and suggested, in the event the Commission approves the experiment, that the experimental section extend from the main shop building to the junction with the county road, a distance of about 800 to 1,000 feet for a 20-foot width pavement. After some discussion, the Commission decided that such an experiment would be to the advantage of the State of Oregon and would afford the State a vibrating paver at approximately one-fifth of its cost. Furthermore, that the experimental section of pavement to be built on the shop grounds would decrease the cost of maintenance of this roadway, which carries considerable travel, through the building of a section of heavy pavement at very nominal cost to the State; likewise, it would furnish an improvement that might prove of great value in the building of future pavements of this type. In view of these benefits the Commission authorized the demonstration and thereupon signed the agreement covering this matter.

The Commission had under consideration and signed an agreement with the Southern Pacific Company providing for the reconstruction of a section of the Springfield-Cottage Grove Secondary State Highway to accommodate a revision in the alignment of the railroad company's tracks between railroad engineer's stations 743 and 776 near Jasper in Lane County, the cost of such reconstruction work to be paid for by the railroad company.

The Engineer reported on the cost to construct a trestle shoofly around the Gardiner Mill Company's cannery at Gardiner, in order to avoid moving the cannery building which is now located on the proposed permanent Coast Highway alignment at this place. He stated that such a shoofly would cost about $11,000, which in his estimation is prohibitive in view of the fact that it exceeds the estimated cost of the right of way and damages which has already been considered by the Commission as an exorbitant charge. In the discussion of this matter the advisability of condemning the right of way on the proper alignment was considered and it was finally decided that before taking such action, another attempt should be made to get the Gardiner Mill Company to reduce its price to a reasonable amount. The Attorney and the chief right of way buyer were instructed to continue negotiations with the company with that thought in mind and to report their findings at the next meeting.

The Attorney reported on the status of acquisition of a six-acre park site located adjacent to the Siletz Secondary Highway in Lincoln County, for which the Commission has filed a petition with the Federal Government in accordance with the provisions of the Recreational Act of June 14, 1926. He stated that the Department of Interior has denied the petition because of the President's recent proclamation withdrawing public lands from entry, and for the further reason that the tract in question does not come within the purview of the Recreational Act inasmuch as it was reserved at one time by a homestead filing. In view of the Attorney's report the Commission decided to take no further action on this matter for the time being.

The Engineer reported that negotiations are being carried on to





acquire timber along the right of way of the Salmon River Highway as recently authorized by the Commission, and the question has arisen whether the Commission intended that such purchases should be confined to the 80-foot right of way limit or should be extended beyond those limits. He requested instructions with regard thereto. The Commission decided to confine the purchase of timber strictly to the 80-foot right of way.

The Attorney reported that it appears necessary to institute condemnation proceedings to acquire right of way for the improvement of the Middleton-Newberg Section of the West Side Pacific Highway across the properties of Frances and George Rupprecht and Chas. Bruce. He requested authority to institute such proceedings if further negotiations reveal it necessary. The Commission approved his request and by unanimous vote adopted the following resolution in regard thereto:

> WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;
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> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:
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> 1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:
>
> Middleton-Newberg Section of the West Side Pacific Highway
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> land and property owned by or in possession of the following parties and/or persons, to wit:
>
> Frances Rupprecht and George Rupprecht, Jr.
> Charles Bruce
>
> as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.
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> 2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land

1/18/35

required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The Commission signed a Bargain and Sale Deed conveying to the Corvallis Lumber Company, Inc., a small triangular piece of property located in Block A, Avery's Addition to Corvallis, being a portion of the tract heretofore acquired by the State for maintenance headquarters, such parcel being of no practical use to the State for such purpose on account of the fact that it is isolated from the main part of its property by the Southern Pacific Company's tracks.

The Assistant Attorney reported an offer from a Mr. L. J. Whitaker to purchase, for the sum of $25, a house located on the Vincent property which was recently acquired by the Commission for right of way for the reconstruction of the West Side Pacific Highway between Rex Hill and Middleton. He gave as his thought that this was a fair offer and recommended its acceptance. The recommendation was approved by the Commission by unanimous vote.

The Assistant Attorney also discussed with the Commission the matter of taking options for the acquisition of the balance of the right





of way required for the improvement of the West Side Pacific Highway between Rex Hill and Newberg in Yamhill County. The Commission decided to secure these options and authorized the Attorney to proceed with negotiations for the same.

The Commission had under consideration the matter of acquiring from a Mr. D. E. Pearce, additional land for widening a portion of the Astoria-Seaside Section of the Oregon Coast Highway in Clatsop County regarding which a definite decision was deferred from the previous meeting. The Assistant Attorney reported that an investigation has been made which reveals that it is not essential that this property be acquired now because of the fact that there are no plans for the improvement of this section of highway in the near future. In view of the Attorney's report the Commission decided to defer the purchase of this property for the time being.

The Engineer requested authority to purchase certain parcels of real property needed for various highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| <u>Chehalem Creek-Newberg Section, West Side Pacific Highway</u> | | | | |
| Stem, A. L. | Right of Way | 0.08 | at $700 per A plus $22.50 | Benson |

1/18/35

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Chehalem Creek-Newberg Section, West Side Pacific Highway, Continued** | | | | |
| Hurley, Mary F. | R/W | 0.682 | $5 Lump Sum | Benson |
| **West Salem-Brunks Corner, Salem-Dallas Highway** | | | | |
| Krueger, Emma J. | R/W | 0.070 | at $500 per acre | " |
| **Whiterock-Lakeview Section, Corvallis-Newport Highway** | | | | |
| Curtis, Telka | Quarry Site | 0.60 | $25 Lump Sum | McCallister |
| **Toledo Section, Corvallis-Newport Highway** | | | | |
| Hyde, John L. Estate | R/W | 5000 sq. ft. | $429.94 Lump Sum | " |
| English, Louis G. | " | 1877 " " | $150 plus $450 | " |
| **Elgin Section-Wallowa Lake Highway** | | | | |
| Hug, Bernal D. | R/W | 0.90 | $1 Lump Sum | Williams |
| **Middleton-Newberg Section, West Side Pacific Highway** | | | | |
| Graves, J. O. | R/W | 0.058 | at $600 per Acre | Benson |
| Christensen, Marie | " | 0.04 | at $600 per A plus $16 | " |
| **Forest Boundary-Long Creek Section, Pendleton-John Day Highway** | | | | |
| Porter, John W. | Stock Pile | 1 | $10 Lump Sum | Weaver |
| **Warren Section, Columbia River Highway** | | | | |
| Bjorkquist, Emanuel | R/W | 0.14 | $100 Lump Sum | DeSouza |
| Mabee, Delia | " | 0.09 | $150 Lump Sum | " |
| **Willamina Section, McMinnville-Tillamook Highway** | | | | |
| Kershaw, Harry M. | Stock Pile | 5000 sq.ft. | $100 Lump Sum | Bentley |
| **Canby Section, Pacific Highway** | | | | |
| Bair, Wm. H. Estate | R/W | | $275 Lump Sum | DeSouza |
| **Warm Springs Highway, Agency Plains-Madras Section** | | | | |
| Oregon Trunk Railway | R/W | | $40 Lump Sum | Bentley |

Letters were presented from James O. Convill, City Manager of

JAN 18 1935



Astoria, stating that the City of Astoria proposes to improve as an SERA project the present state highway route in their city in the vicinity of Twenty-third Street and Franklin Avenue by the elimination of two sharp turns at this location; also, stating that before proceeding further with their plans for this improvement they desire to be assured by the Commission that the State will pave the new grade, when it is completed, at no expense to the adjacent property owners because they are anxious to obtain the required right of way but the property owners will not give their land for the purpose unless they are assured that the improvement is to be made. Construction Engineer H. G. Smith advised that he interviewed Mr. Convill regarding this matter and ascertained that the City was compelled to abandon its plans to do the grading work with SERA labor because it could not finance the truck hire, materials, etc., which were estimated to cost about $7,000. He also stated that in his estimation it would be preferable to construct the embankment with dredged materials if a satisfactory price can be obtained from the Port of Astoria to do the work because there would be no subsequent settlement if such materials were used and the pavement construction could follow immediately after the fill was completed, whereas, if other material were used in the fill the pavement work would have to be deferred a year or more. He estimated that a fill of dredged materials would cost about $2,500 and advised that the City is proceeding with the acquisition of right of way under the assumption that the State will cooperate in this improvement and that the property owners will not be assessed for the pavement work. The Commission appeared favorably inclined to place this project in the 1935 program for both grading and paving provided funds are available for the purpose, but declined to make any definite promise or commitment of funds at this time.

The Engineer reported the receipt of a joint request from the Grange, the Community League and the Ladies' Club of Applegate for permission to attach to the Applegate River bridge on the Medford-Provolt Secondary Highway in Jackson County a plaque dedicating this bridge to the pioneers of the Applegate Valley. The Commission granted the request subject to the condition that the plaque shall be of a design and type which meets with the Commission's standards, is installed in a location satisfactory to the Engineer, and that the State shall pay no part of the cost thereof whatsoever.

The Commission had under consideration the matter of construction, by the people of Cascade Locks, of a water pipe line along the revised alignment of the Columbia River Highway through that town. Chairman Scott advised that this matter was brought to his attention by Messrs. A. W. Meyer and J. L. Travis of Cascade Locks who explained their plans and pointed out to him that their cost for trench excavation could be materially reduced if the Commission would permit them to install their pipes after the new highway grade has been completed but before the surfacing is placed and asked that provision to that effect be included in the Commission's contract for the highway improvement. The Engineer gave as his thought that it would be unwise to provide for such pipe line construction in the highway contract because the contractor would very likely use it as a basis for submitting a claim for extra compensation in the event his operations were interfered with in any way. He recommended that the request be denied and

JAN 18 1935

1/18/35

that the applicants be advised to install their pipe line in advance of the highway improvement so as to avoid any possibility of interference with the contractor's operations. The Commission approved the Engineer's recommendation and instructed him to inform the applicants accordingly.

The Commission had under consideration the following requests for extensions of time in which to complete highway construction projects:

Theodore Arenz, Contract No. 1587, grading the Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, requested an additional extension of time from December 4, 1934 to January 31, 1935 to complete this project giving as his reason that he was required by the Engineer to do extra work extending some culverts and cleaning up some slides. The Engineer advised that the contractor was delayed in completing the surfacing work required of him because of heavy slides which he had to remove before the surface rock could be placed; also, that the delay has not inconvenienced the traveling public, neither has it increased the State's engineering cost to any great extent. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Mountain States Construction Company, Contract No. 1654, remodeling and widening bridges over Oak Creek and Lake Creek on the Pacific Highway, near Albany, in Linn County, requested an extension of time from December 31, 1934 to January 15, 1935 in which to complete this job, giving as their reason that they were delayed by inclement weather from finishing the handrails and from cleaning up the bridge sites. The Engineer advised that the contractors' statements as to the cause of the delay are correct; in fact, he would not have allowed them to do the finishing work during the wet weather had they wanted to; also, that the delay has not inconvenienced the traveling public, neither has it increased the State's expense for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1551 with Morrison-Knudsen Company, grading the Stinkingwater Mountain Section of the Central Oregon Highway in Harney County; completed November 7, 1934;

Contract No. 1587 with Theodore Arenz, grading the Mill City-Gates Section of the North Santiam Secondary Highway in Marion County; completed December 21, 1934;

Contract No. 1630 with Parker-Schram Company, construction of a railroad bridge over the East Portland-





Oregon City Highway near the south city limits of Portland in Clackamas County; completed December 11, 1934;

Contract No. 1645 with Hoffman Construction Company, grading, paving and construction of concrete abutments on the Ashland Undercrossing Section of the Pacific Highway in Jackson County; completed December 22, 1934;

Contract No. 1654 with Mountain States Construction Company, remodeling and widening bridges over Oak Creek and Lake Creek on the Pacific Highway, near Albany, in Linn County; completed January 10, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1551 with Morrison-Knudsen Company, grading the Stinkingwater Mountain Section of the Central Oregon Highway in Harney County;

Contract No. 1587 with Theodore Arenz, grading the Mill City-Gates Section of the North Santiam Secondary Highway in Marion County;

Contract No. 1630 with Parker-Schram Company, construction of a railroad bridge over the East Portland-Oregon City Highway near the south city limits of Portland in Clackamas County;

Contract No. 1645 with Hoffman Construction Company, grading, paving and construction of concrete abutments on the Ashland Undercrossing Section of the Pacific Highway in Jackson County;

Contract No. 1654 with Mountain States Construction Company, remodeling and widening bridges over Oak Creek and Lake Creek on the Pacific Highway, near Albany, in Linn County.

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

There being no further business to come before the Commission

at this time, the meeting was adjourned at 6:15 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, January 31, 1935

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids for construction projects, and for the sale of a used paving plant located at the Salem Shops were opened and read in conformance with previously published notice, as follows:

OLD OREGON TRAIL HIGHWAY
NORTH POWDER-HAINES ROCK PRODUCTION PROJECT

| | |
|---|---|
| Quinn-Robbins Co. | $ 10,825.50 |

COLUMBIA RIVER HIGHWAY
EAST RAINIER SECTION - GRADING AND PAVING

| | |
|---|---|
| E. C. Hall | 38,835.50 |
| Parker-Schram Co. | 39,729.50 |
| Edlefsen-Weygandt Co. | 39,735.50 |
| Oregon Contracting Co. | 40,721.50 |
| Geo. F. Anderson Co. | 42,195.00 |
| The United Contracting Co. | 42,502.50 |
| Johnston, Hanson & Johnston | 42,660.00 |
| Schmitt Construction Co. | 43,517.00 |
| Joplin & Eldon | 44,735.50 |





East Rainier Section - Grading and Paving (Continued)

| | |
|---|---|
| Saxton & Looney | $ 45,330.50 |
| Chas. H. Leonard | 49,700.50 |
| Kern & Kibbe | 58,435.00 |

OREGON COAST HIGHWAY
BRIDGE OVER SOUTHERN PACIFIC TRACKS AT NORTH BEND

| | |
|---|---|
| Barham Bros. | 24,353.50 |
| Tom Lillebo | 24,932.00 |
| C. J. Montag & Sons | 26,357.00 |
| Averill & Philpott | 27,052.50 |
| Coos Bay Construction Co. | 27,199.50 |
| Mountain States Construction Co. | 28,198.00 |
| J. W. & J. R. Hillstrom | 29,718.00 |
| Northwest Roads Co. | 33,756.70 |

WILLIAMS SECONDARY HIGHWAY
BRIDGE OVER APPLEGATE RIVER
BRIDGE OVER GRAYS CREEK

| | |
|---|---|
| Tom Lillebo | 43,442.00 |
| C. J. Montag & Sons | 44,529.00 |
| Mountain States Construction Co. | 45,841.50 |
| J. W. & J. R. Hillstrom | 46,921.00 |
| Curtis Gardner & Co. | 48,414.00 |
| Shattuck & Neland | 48,659.00 |
| Hoffman Construction Co. | 48,935.00 |
| Puget Sound Bridge & Dredging Co. | 61,611.00 |

WILLIAMS SECONDARY HIGHWAY
MURPHY-GRAYS CREEK SECTION
GRADING, SURFACING AND OIL MAT SURFACE TREATMENT

| | No. 3 Oil | Tar |
|---|---|---|
| E. C. Hall | $ 20,968.50 | 21,193.50 |
| Mountain States Construction Co. | 23,040.50 | 23,321.00 |
| F. C. Dillard | 29,655.50 | 29,990.50 |

CORVALLIS-NEWPORT HIGHWAY
TOLEDO SECTION
GRADING, SURFACING AND PENETRATION TYPE BITUMINOUS MACADAM

| | |
|---|---|
| E. C. Hall | 38,994.00 |
| Edlefsen-Weygandt Co. | 39,792.00 |
| F. C. Dillard | 45,764.00 |
| The United Contracting Co. | 47,819.00 |

1/31/35

WASCO-HEPPNER SECONDARY HIGHWAY
BRIDGE OVER RHEA CREEK, AND APPROACHES

| | |
|---|---|
| O. N. Pierce | $ 13,298.00 |
| R. F. Nichol | 15,102.00 |
| Averill & Philpott | 15,641.50 |
| J. F. Johnston | 16,044.00 |
| Barham Bros. | 17,578.00 |

BRIDGE OVER COLUMBIA SLOUGH, VANCOUVER AVENUE

| | |
|---|---|
| Joplin & Eldon | 46,917.40 |
| C. J. Montag & Sons | 50,407.00 |
| Parker-Schram Co. | 53,522.50 |
| Hoffman Construction Co. | 53,392.00 |
| Portland Dredging Co. | 54,918.00 |
| Northwest Roads Co. | 55,871.00 |
| Frank J. Kernan | 56,676.00 |
| Puget Sound Bridge & Dredging Co. | 60,031.00 |

SALMON RIVER AND McMINNVILLE-TILLAMOOK HIGHWAYS
GRAND RONDE-SHERIDAN ROCK PRODUCTION PROJECT

| | |
|---|---|
| Itschner & Rigdon | 10,532.50 |
| Saxton & Looney | 10,775.00 |
| Schmeer, Williams & Gentemann | 11,495.00 |
| Theo. Arenz | 11,550.00 |
| A. S. Wallace | 12,595.00 |

OLD OREGON TRAIL HIGHWAY
STATE HOSPITAL-ASH STREET UNIT, PENDLETON SECTION
GRADING, SURFACING, OILING AND BITUMINOUS MACADAM

| | |
|---|---|
| Itschner & Rigdon | 28,722.00 |
| Fisher Bros. | 30,422.50 |
| Newport Construction Co. | 30,870.00 |
| Chas. H. Leonard | 30,970.50 |
| Joplin & Eldon | 33,170.00 |
| Schmitt Construction Co. | 34,631.00 |
| Northwest Roads Co. | 39,013.50 |

WALLOWA LAKE HIGHWAY
BRIDGE OVER GRANDE RONDE RIVER AT ELGIN

| | |
|---|---|
| R. F. Nichol | 21,930.00 |
| Barham Bros. | 24,015.00 |
| C. J. Montag & Sons | 25,850.00 |
| Geo. F. Price | 25,920.00 |
| J. F. Johnston | 26,730.00 |





WALLOWA LAKE HIGHWAY
ELGIN SECTION - GRADING AND SURFACING

| | |
|---|---|
| Geo. F. Price | $ 5,957.00 |
| Quinn-Robbins Co. | 7,446.00 |
| Arthur A. Hardesty | 8,265.50 |
| Hart Construction Co. | 9,096.00 |

TUALATIN VALLEY HIGHWAY
SECOND STREET-SEVENTH STREET UNIT, FOREST GROVE SECTION
PAVEMENT RESURFACING

| | |
|---|---|
| Kern & Kibbe | 9,237.00* |
| The United Contracting Co. | 11,798.50 |
| Northwest Roads Co. | 13,775.00 |

*Reduction of $500 to be made if awarded this project with Hillsboro project

TUALATIN VALLEY HIGHWAY
RANGE STREET-5th STREET UNIT, HILLSBORO SECTION
PAVEMENT WIDENING AND RESURFACING

| | |
|---|---|
| Kern & Kibbe | 17,280.70 |
| Edlefsen-Weygandt Co. | 19,207.80 |
| The United Contracting Co. | 19,235.40 |
| Jacobsen-Jensen Co. | 19,919.00 |
| Northwest Roads Co. | 20,225.00 |
| Schmitt Construction Co. | 21,072.00 |

WEST SIDE PACIFIC HIGHWAY
VOTAW UNIT, MULTNOMAH COUNTY LINE-NEWBERG SECTION
GRADING AND PAVING

| | |
|---|---|
| Harold Blake | 64,329.50 |
| Oregon Contracting Co. | 67,636.50 |
| E. C. Hall | 72,299.50 |
| Parker-Schram Co. | 72,797.50 |
| Edlefsen-Weygandt Co. | 74,897.00 |
| Kern & Kibbe | 75,265.00 |
| Jacobsen-Jensen Co. | 77,937.00 |
| Joplin & Eldon | 79,360.50 |
| The United Contracting Co. | 81,297.60 |

SALE OF USED PAVING PLANT

| | |
|---|---|
| Jacobsen-Jensen Co. | 1,700.00 |
| The United Contracting Co. | 200.00 |

Chairman Scott announced that the award of contracts would be made at 3:00 o'clock p. m. this day, in the same room.

A delegation headed by L. M. Lepper, Director of the East Side Commercial Club, Portland, and including Axel Kildahl, President of Automotive Trades Association, L. A. Mathisen, representing Southeast Portland Chamber of Commerce, and H. A. Darnall, real estate dealer, appeared before the Commission and requested the designation and construction as a secondary highway of a proposed extension of Foster Road, Portland, to connect with the Mt. Hood Highway near Sandy, when funds become available. They were informed that the Commission has no funds available for such improvement at the present time, but their project will be borne in mind for future consideration.

Mr. H. Tamblyn, County Engineer of Morrow County, was present and stated that the Morrow County Court is desirous of obtaining, for use on its market road system, the old Rhea Creek bridge on the Wasco-Heppner Secondary Highway which is soon to be replaced by a new structure, for which the Commission received bids today. He inquired as to what value the Commission places on this old bridge and whether or not the Commission would turn it over to the County. The State Highway Engineer advised that the State does not need the old bridge but the Commission could not very well give it to the County free of cost because the contractor for the new structure is being paid to remove it. He recommended that it be turned over to the County for the sum of $100 provided the County will arrange to take it down and move it away. The Commission approved the Engineer's recommendation and advised Mr. Tamblyn that the County could have the bridge on that basis.

Mr. Eric Enquist, Bonneville, was present and filed with the Commission a petition signed by 58 residents of Bonneville, and vicinity, requesting the following improvements to the Columbia River Highway in the Bonneville district, more particularly between Tanner Creek and Moffat Creek: 1. Sidewalk construction from Moffat Creek to the entrance of the Bonneville Dam Reservation. 2. Widening of the highway in the Bonny Villa district to provide parking space for eastbound buses when stopping to take on or discharge passengers, so as to eliminate the necessity of people walking three-fourths of a mile as at present. 3. Erection of signs limiting speed of traffic through the Bonneville congested area. 4. Repair the pavement shoulders in front of the business houses in this district.

The Commission referred this matter to the Engineer for investigation and ascertainment from the Parks Engineer whether it will be possible to make these improvements with labor from the CCC camp which he contemplates establishing in Benson Park this spring.

A delegation from Cascade Locks appeared before the Commission regarding the improvement of the Columbia River Highway through their town. The delegation was headed by Mr. J. B. Laber, Portland, who is one of the principal property owners in that community, and included H. C. Rathje, innkeeper, W. N. Keeler, real estate dealer and contractor, and sixteen other residents.

Mr. Laber called attention to the fact that he has an agreement with the State Highway Commission for the improvement of the highway through





this town under the provisions of which the State was to have completed the work some time ago, but did not do so because of a change in plans necessitated by the Bonneville Dam construction. He further stated that Cascade Locks has now become an important center because of the dam construction, and it is imperative that the highway work be done at the earliest possible date to facilitate building construction and other improvements along the highway, which is now being held up by reason of the fact that the proposed highway improvement has not been completed. He particularly urged the filling in at once of a large hole in front of one of the business buildings because the owner of the adjacent property plans to erect soon a building on his lot which will close the present side entrance to the other building. He declared that he has performed his part of the agreement with the State and urged the Commission to do likewise.

The Engineer advised that if the highway work is done now it would have to be financed with state funds because no federal funds are available, whereas if the work is delayed until spring it very likely could be financed with federal funds, thus preserving the state money to match future federal money as required by the Government. He gave as his thought that the sensible thing to do would be to defer the job until the federal money is available and explained that, in any event, the paving work would have to be deferred until weather conditions are suitable.

Mr. Rathje and Mr. Keeler urged the Commission at least to fill in the hole mentioned by Mr. Laber so that they can improve their properties. The Engineer estimated that this could be done for $1000. After considerable discussion the Commission referred the matter to the Engineer for investigation and with power to act.

Mr. Laber then brought up the matter of improving the highway in front of the school property in Cascade Locks. In the discussion of this matter it developed that the school authorities are not willing to give right of way for the highway improvement and are demanding a concrete retaining wall constructed in front of the school property to facilitate the landscaping of the school grounds. Mr. Laber suggested that the curve in the highway alignment at the school be flattened somewhat so as to avoid the school property and offered free right of way for the purpose provided it did not involve the moving of any building which, he said, the State would have to pay. The Commission instructed the Engineer to look into this matter.

Mr. Laber inquired concerning the plans and specifications for the proposed improvement through Cascade Locks. He gave as his thought that the highway should be graded the full width of the right of way in order to eliminate the necessity of further construction in their town when the adjacent sections are improved; also, that the improvement now contemplated should be extended easterly about 2,200 feet to the fox farm. The Commission referred this matter to the Engineer for investigation and report.

The matter of construction of a pipe line on the revised alignment of the highway through Cascade Locks was then discussed. Mr. Laber stated that they would like to install their pipe line after the highway grading

1/31/35

work is completed, but before the surfacing is placed, in order to reduce the amount of trench excavation as much as possible and the expense incident thereto. The Engineer advised that the plan suggested would necessitate making provision in the State's contract for such pipe line construction, which is not desirable; furthermore, the pipe installation might interfere with the highway contractor's operations, in which event the contractor would very likely submit a claim for extra compensation based on such interference. Further discussion revealed that plans for the pipe line installation call for its placement in the shoulder area about three feet from the sidewalk, in view of which it is not essential that the pipe be installed until the contractor has finished his contract. This solution of the problem was accepted by all and it was understood that when the pipe line is completed, those responsible for its installation would restore the highway to at least as good condition as it was before being disturbed by their operations.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the same room.

The Highway Commission reconvened at 1:30 o'clock p. m. in the auditorium of the Public Service Building, with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

Messrs. O. B. Bennett, Beaverton, and J. B. Meurer, Hillsboro, appeared before the Commission and urged the designation and improvement as a secondary highway of the county roads extending north from the town of Middleton, in Washington County, through Aloha to a connection with the Lower Columbia River Highway at Rainier. They declared that this proposed road would provide a saving of twenty-five miles in distance from Middleton to Rainier and other Columbia River points, would make a fine connection with the Pacific Highway in the State of Washington, via the Rainier-Longview bridge, and would also provide connections with other existing roads leading to Portland and the coast. They further stated that the road is now rocked throughout its entire length, except a two-mile section in the vicinity of Middleton, and the only things required of the State are the completion of this two-mile section and the maintenance of the road.

Chairman Scott advised that the Commission is short of funds and is financially unable to place any more roads on the secondary state highway system at the present time, funds now available for secondary highway expenditure being considerably less than the amount needed for maintenance purposes. He pointed out that the 1934 apportionment for secondary highway improvements in Washington County was $13,000, whereas, actual expenditures for such purpose in that County during 1934 amounted to $49,000, the difference being made up from the Multnomah County surplus of secondary funds. He added that the Commission would like to do the things requested but must decline in fairness to the other counties and because of the present financial stringency.

Mr. Bennett presented a letter from County Judge Templeton of Washington County guaranteeing to turn over to the State a full 60-foot right of way for the entire length of this road in the event the Commission sees fit





to designate it as a secondary state highway. The Commission ordered the letter filed in the records.

James O. Convill, City Manager of Astoria, appeared before the Commission regarding the improvement of the state highway at Twenty-third Street and Franklin Avenue in Astoria. He stated that the City is very anxious to eliminate the two sharp turns in the highway at this location and would like to be assured by the State Highway Commission that the State will cooperate in this improvement without calling upon the adjacent property owners for assessments because, if such assurance is given, the property owners affected will donate the right of way but will not do so if they are assessed for any of the cost. He further stated that the City of Astoria will acquire the right of way and will remove the buildings located thereon and will also construct a dredge fill, estimated to cost $3,300, provided the State will arrange to pay the cost of the fill and will construct the pavement at State expense.

The Engineer pointed out that so far as the State is concerned, the project would have to be financed with federal aid funds and in order to secure the benefit of such funds it would be necessary to include the fill construction in the State's contract. He gave as his understanding that the City of Astoria has agreed to construct a fill of dredged materials for $0.15 per cu. yd. and advised that it might be possible to provide for such construction in the State's contract, but it would be necessary first to secure the approval of the federal authorities. After due consideration of this matter the Commission voted unanimously to construct this project if and when federal monies become available for such purpose, the State's obligation to consist of constructing the pavement and contributing not to exceed $3,000 toward the cost of the dredged fill, the City to pay the balance, but declined to set any definite date therefor. The Engineer was instructed by the Commission to include in the State's contract, when it is prepared, provision for the construction of the fill of dredged materials as proposed and to prepare an agreement between the City and the State covering the matter of cooperation and the cost of the improvement as agreed upon at this meeting.

A delegation from Yamhill County, consisting of Eugene Marsh, Lars Bladine, E. C. Apperson, C. K. Knickerbocker, C. S. Marsh, P. D. Mead, all of McMinnville, Kenneth Shetterley, R. S. Miller, R. R. Neeley, O. C. Yocom, and R. A. Harpole, all of Willamina, was present and urged the Commission to authorize a survey to locate permanently the McMinnville-Tillamook Highway from McMinnville to Valley Junction and to reconstruct immediately on permanent alignment the portion containing the worst turns so that the adjacent property owners can proceed with contemplated improvements to their properties without fear of alteration later. They were informed by the Commission that the State has no funds in sight to undertake this improvement in the near future, but that the project will be kept in mind for future consideration. The Commission instructed the Engineer to make a reconnaissance survey to determine a permanent location for this highway between the points mentioned. Authority to conduct a location survey was deferred until funds are available for construction.

1/31/35

A delegation from Oregon City, consisting of A. E. Jones, T. Colley, W. Hostetter, W. Croner, and S. Betts, representing the National Economic Welfare Federation, Inc., came before the Commission with regard to the routing of the East Portland-Oregon City Highway through Oregon City. Mr. Jones was spokesman for the group. They urged the adoption of the following described route: Commencing at the intersection of the present highway with North Main Street; thence southerly via a viaduct, crossing over the Southern Pacific Company's railroad tracks, to the top of the bluff overlooking the business district; thence continuing southerly, approximately paralleling Main Street, to a connection with the present Pacific Highway at the first street intersection south of Oregon City. Mr. Jones explained that they have also considered another route known as the "Canyon Route", which extends from the intersection of Main and Fifteenth Streets easterly along the canyon to what is known as the Molalla Road; thence southerly to a connection with the Pacific Highway at New Era, but are not particular as to which route is selected by the Commission, their object being principally to secure work for the unemployed. He added that they disapprove the Water Street route recommended by the business men of Oregon City because of traffic congestion.

Chairman Scott advised that investigations have already been made of the routes suggested by the delegation and it has been found that the cost to construct the so-called Canyon route is twice the estimated cost to construct the Water Street route; also, that the grade of the Bluff route is excessive. He further advised that the Commission is not yet decided on any particular route but in its selection the merchants and property owners must be considered and consideration must also be given to the fact that Oregon is not yet ready to construct highways that by-pass cities and towns. He also stated that the arguments presented by this delegation will be considered by the Commission in its deliberations concerning this matter and before a definite route has been adopted an opportunity will be given to all interested parties to express themselves further with regard thereto.

In this connection the Secretary presented a letter from Hon. G. F. Everhart, Mayor of Oregon City, indorsing the Canyon route, described as follows: Beginning at the intersection of Main and Fifteenth Streets; thence easterly, crossing Washington Street at the foot of the hill, and continuing up the canyon to Molalla Avenue which it crosses at Cascade or Pearl Street; thence southerly on a direct line to a connection with the Pacific Highway at New Era. The Engineer was instructed to formulate a reply to this communication.

A delegation from Amity, consisting of John Lorenzen, spokesman, H. Torbett, A. L. Newby, John K. Jensen, A. B. Watt, Howard Stevens, Emil Lindorf, Guy Nott and Howard Strout, appeared before the Commission and urged an allocation of funds for the elimination of two bad hills about four miles east of Amity on the Bellevue-Hopewell Secondary State Highway in Yamhill County. In support of oral arguments presented they filed with the Commission a petition signed by 154 citizens, taxpayers and users of this road, who indorse the proposed improvement.

The Engineer advised that to eliminate the westerly of the two hills





in question would require the reconstruction of about one mile of road at a cost of about $12,000, and to eliminate the easterly hill would require the reconstruction of about one half mile of the present highway at a cost of about $4,000, compared to a cost of about $7,500 to widen and resurface the present road. He declared that the improvements requested are meritorious and should be done when funds become available because the present road is crooked and narrow but, under the present program for secondary funds, the Commission does not have the money to do the work; furthermore, Yamhill County now is receiving nearly twice as much as its allotment for maintenance of its secondary highway system.

Chairman Scott advised the delegation that in view of the Engineer's statement as to finances, the Commission cannot at the present time do the things which they request but will bear their project in mind for future consideration. He inquired whether or not Yamhill County would pay one half of the cost of the improvement. The delegation stated that they would ascertain the attitude of the County Court with regard thereto.

Mr. Adrien Voisin, sculptor, Portland, came before the Commission with ideas for the installation of relief plaques or figures on the Oregon Coast Highway bridges. It was his thought that the beauty of the bridges would be enhanced by symbolical figures of the country in which the bridges are located, and suggested figures of pioneers and Indians as being very appropriate. He asked the privilege of submitting plans and cost estimates which he said he would prepare at no cost to the State. After some discussion the Commission referred him to Bridge Engineer C. B. McCullough.

At 3:00 o'clock p. m. Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the awards having been approved by the Commission previously by unanimous vote:

North Powder-Haines Rock Production Project on the Old Oregon Trail in Baker and Union Counties, furnishing 4,000 cu. yds. crushed rock in stock piles. The only bid received for this project is that submitted by Quinn-Robbins Co., Boise, at $10,825.50. The Commission has rejected this bid and has ordered the project readvertised for bids to be received at the next meeting.

East Rainier Section of the Columbia River Highway in Columbia County, 0.45 mile grading and paving. The low bid is that submitted by E. C. Hall, Eugene, at $38,835.50; the next low bid is that submitted by Parker-Schram Co., Portland, at $39,729.50. The Commission awards this contract to the low bidder, E. C. Hall, at his bid price of $38,835.50.

Concrete bridge over the tracks of the Southern Pacific Company on the Oregon Coast Highway at North Bend in Coos County. The low bidders are Barham Bros., Salem, at $24,353.50; the next low bidder is Tom Lillebo, Reedsport, at $24,932.00. The Commission awards this contract to the low bidders, Barham Bros., at their bid price of $24,353.50.

Steel bridge over Applegate River and concrete bridge over Grays

Creek on Williams Secondary Highway in Josephine County. The low bid is that submitted by Tom Lillebo, Reedsport, at $43,442.00; the next low bid is that submitted by C. J. Montag & Sons, Portland, at $44,529.00. The Commission awards this contract to the low bidder, Tom Lillebo, at his bid price of $43,442.00.

Murphy-Grays Creek Section of the Williams Secondary Highway in Josephine County, 1.3 miles of grading, surfacing and oil mat surface treatment. E. C. Hall, Eugene, is the low bidder, at $20,968.50, using No. 3 oil, and $21,193.50, using tar. Mountain States Construction Co., Eugene, is the next low bidder at $23,040.50, using No. 3 oil, and $23,321.00, using tar. The Commission awards this contract to E. C. Hall, the low bidder, at his bid price of $20,968.50, using No. 3 oil.

Toledo Section of the Corvallis-Newport Highway in Lincoln County, 0.64 mile of grading, surfacing and penetration type bituminous macadam. The low bidder is E. C. Hall, Eugene, at $38,994.00; the next low bidder is Edlefsen-Weygandt Co., Portland, at $39,792.00. The Commission awards this contract to E. C. Hall, the low bidder, at his bid price of $38,994.00.

Concrete bridge over Rhea Creek on the Wasco-Heppner Secondary Highway, about 11 miles south of Heppner, in Morrow County. The low bid is that submitted by O. N. Pierce, Portland, at $13,298.00; the next low bid is that submitted by R. F. Nichol, Vale, at $15,102.00. The Commission awards the contract to O. N. Pierce, the low bidder, at his bid price of $13,298.00.

Bridge with composite pile trestle approaches over Columbia Slough on Vancouver Avenue outside the north city limits of Portland in Multnomah County. The low bidders are Joplin & Eldon, Portland, at $46,917.40; the next low bidders are C. J. Montag & Sons, Portland, at $50,407.00. The Commission awards this contract to the low bidders, Joplin & Eldon, at their bid price of $46,917.40.

Grande Ronde-Sheridan Rock Production Project on the Salmon River and McMinnville-Tillamook Highways in Polk and Yamhill Counties, furnishing 6,000 cu. yds. crushed rock or crushed gravel in stock piles. The low bid is that of Itschner & Rigdon, Barlow, at $10,532.50; the next low bid is that of Saxton & Looney, Corvallis, at $10,773.00. The Commission awards this contract to Itschner & Rigdon, the low bidders, at their bid price of $10,532.50.

State Hospital-Ash Street Unit, Pendleton Section of the Old Oregon Trail in Umatilla County, 1.32 miles grading and surfacing, 0.32 mile oil mat surface treatment and 1.0 mile penetration type bituminous macadam. Itschner & Rigdon, Barlow, are the low bidders at $28,722.00; Fisher Bros., Oregon City, are the next low bidders, at $30,422.50. The Commission has deferred the award of this contract pending satisfactory conclusion of arrangements for right of way and has referred all bids received for this job to the Engineer with power to act.

Concrete bridge over Grande Ronde River on the Wallowa Lake Highway at Elgin in Union County. The low bid submitted is that of R. F. Nichol, Vale,





at $21,930.00; the next low bid submitted is that of Barham Bros., Salem, at $24,015.00. The Commission has awarded this contract to the low bidder, R. F. Nichol, at his bid price of $21,930.00.

Elgin Section of the Wallowa Lake Highway in Union County, 0.43 mile of grading and surfacing. The low bidder is Geo. F. Price, Dayton, Washington, at $5,957.00; the next low bidder is Quinn-Robbins Co., Boise, at $7,446.00. The Commission awards this contract to Geo. F. Price, the low bidder, at his bid price of $5,957.00.

Range Street-5th Street Unit, Hillsboro Section of the Tualatin Valley Highway in Washington County, 0.44 mile of pavement widening and resurfacing. The low bid is that submitted by Kern & Kibbe, Portland, at $17,280.70; the next low bid is that submitted by Edlefsen-Weygandt Co., Portland, at $19,207.80. The Commission awards this contract to Kern & Kibbe, the low bidders, at their bid price of $17,280.70.

Second Street-Seventh Street Unit, Forest Grove Section of the Tualatin Valley Highway in Washington County, 0.45 mile pavement resurfacing. The low bid is that submitted by Kern & Kibbe, Portland, at $9,237.00 less $500.00 for having been awarded also the Hillsboro project; the next low bid is that submitted by The United Contracting Co., Portland, at $11,798.50. The Commission awards this contract to the low bidders, Kern & Kibbe, at their reduced bid price of $8,737.00.

Votaw Unit, Multnomah County Line-Newberg Section of the West Side Pacific Highway in Washington County, 1.1 miles of grading and paving. The low bid is that of Harold Blake, Portland, at $64,329.50; the next low bid is that of Oregon Contracting Co., Portland, at $67,636.50. The Commission awards the contract to Harold Blake, the low bidder, at his bid price of $64,-329.50.

Sale of used paving plant located at the state highway shops in Salem, Marion County. The high offer is that received from Jacobsen-Jensen Co., Portland, at $1,700.00; the only other offer received is that of The United Contracting Co., Portland, at $200.00. The Commission accepts the offer of Jacobsen-Jensen Co., Portland, at $1,700.00.

Mr. Porter J. Neff, Medford, appeared before the Commission as attorney for contractors R. I. Stuart & Sons regarding the award of contracts for the construction of the Roseburg and Marshfield projects for which they submitted low bids on December 6, 1934. He presented a letter, dated January 21, 1935, from Mr. D. M. Nelson, Code Administration Director for the National Recovery Administration in Washington, D. C., addressed to Senator Charles L. McNary, in which he advised that R. I. Stuart & Sons had unquestionably violated the price-filing provision of the Crushed Stone, Sand and Gravel and Slag Industries Code at the time they bid on the Klamath Rock Production Project, on November 1, 1934, as the administrative order exempting this type of producer was not signed until a week after the bids were submitted; also advising that the Regional Code officials exceeded their authority in disqualifying these contractors, such authority resting only in

the Government Contracts Branch of the National Recovery Administration and, notwithstanding all facts to the contrary, if R. I. Stuart & Sons can furnish a certificate of compliance with the provisions of the Code they may be awarded the contracts for the Roseburg and Marshfield projects provided they are the low bidders.

The Engineer pointed out that on January 18 the Commission received notification from W. H. Lynch, District Engineer, Bureau of Public Roads, of the disqualification of R. I. Stuart & Sons and on the strength of that notification the Commission rescinded its action awarding these contracts and ordered the project readvertised. He recommended, in view of Mr. Nelson's letter to Senator McNary, that the case be reopened and that the contractors be given an opportunity to do what is necessary to remove the disqualification, and that the contracts be reawarded to them provided the Bureau of Public Roads will concur. Mr. Lynch stated that he would take the matter up with his superiors in Washington, D. C., if the matter is brought to his attention in writing.

Chairman Scott stated that it appeared to him that the contractors have conformed with the state law, according to the opinion of the Attorney General and, therefore, should be exonerated from any blame in connection with the matter and should be given an opportunity to clear themselves. After further discussion the Commission decided unanimously to follow the Engineer's recommendation and instructed him to act accordingly.

The Commission by unanimous vote approved the minutes of the meetings held on October 31 and November 1, November 8, December 5 and 6, December 20 and December 31, 1934.

The Engineer reported, as previously instructed by the Commission, on the investigation of the matter of removal of a tree from the right of way of the West Side Pacific Highway at Onion Flat, Washington County, for the accommodation of the Portland General Electric Company in the reconstruction of its pole line at this place. He stated that the existing pole line of the Portland General Electric Company crosses the highway at two locations, about 1,000 feet apart, the company being prohibited from rebuilding its circuit along one side of the highway because of a large, old locust tree which is too high to be overbuilt with wires and, accordingly, has requested permission to remove the tree. He further stated that it would be possible for the company to build its pole line on private right of way back of the house in front of which the tree is located; and that such line would cost no more than if it were constructed on the highway, the only difference being that the company probably would have to pay the owners of the property something for an easement. He recommended the refusal of the company's request to cut down this tree because it is a very fine one and is the only one along this section of the highway; also, that the company be required to obtain private right of way at this location so as to eliminate the two crossings. After some discussion the Commission concurred in the Engineer's recommendation by unanimous vote and instructed the Secretary to inform the company accordingly.





The Engineer reported on the matter of log hauling on the Cannon Beach Road. He stated that an investigation was made with a representative of the Department of State Police and it was found that 30 feet is the maximum length of logs that could be hauled over this road with safety to other traffic because logs of longer length take up nearly all of the roadway on curves which creates a hazardous condition. He recommended that the length of logs be limited to 30 feet, but that the timber owners be given about thirty days in which to move out the logs of greater length that have already been cut so that these logs will not be wasted. After some discussion the Commission approved the Engineer's recommendation by unanimous vote and ordered that the timber owners be so advised.

The matter of ordering a reduction in load limit on certain state highways to preserve them from severe damage during the period of thaw, had the attention of the Commission. The Engineer recommended a 50% reduced load limit on such highways. The Commission approved his recommendation and adopted by unanimous vote the following resolution with regard thereto:

WHEREAS, the following roads or highways have been duly 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:

THE DALLES-CALIFORNIA HIGHWAY
DAIRY-BONANZA HIGHWAY
WAPINITIA HIGHWAY
OCHOCO HIGHWAY
KLAMATH LAKE SECONDARY HIGHWAY
WOODBURN-MT. HOOD LOOP SECONDARY HIGHWAY
MT. HOOD HIGHWAY

AND WHEREAS, the said above-named state highways 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 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 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

1/31/35

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 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 that the maximum total weight of load and vehicle which shall be permitted upon said roads shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the withinnamed roads shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highways, to-wit:

THE DALLES-CALIFORNIA HIGHWAY from MAUPIN in Wasco County to BEND in Deschutes County;

DAIRY-BONANZA HIGHWAY from DAIRY to BONANZA in Klamath County;

WAPINITIA HIGHWAY from its junction with the MT. HOOD HIGHWAY, in Clackamas County to its junction with THE DALLES-CALIFORNIA HIGHWAY in Wasco County;

OCHOCO HIGHWAY from REDMOND, in Deschutes County, to PRINEVILLE, in Crook County;

KLAMATH LAKE SECONDARY HIGHWAY from Klamath Falls to a point 15 MILES NORTHERLY THEREOF in Klamath County;

WOODBURN-MT. HOOD LOOP SECONDARY HIGHWAY from SANDY to MOLALLA, in Clackamas County;

MT. HOOD HIGHWAY from SANDY to its junction with the WAPINITIA HIGHWAY, in Clackamas County

shall be as follows: When the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width





of the wheels of such axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highways, and at important crossroads on 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 this order be furnished the Superintendent of the Department of State Police for his information.

The Attorney reported that he delivered in person to the State Board of Control, the Commission's letter of January 21, signed by the Chairman of the Commission, requesting authority to increase the wages and salaries paid state highway employes assigned to work on the Oregon Coast Highway bridges, which increases were demanded by the Public Works Administration in order to make said wages and salaries conform to those paid to Government employes and contractors' employes on said projects, and that the Board of Control took the following action with regard thereto in his presence: Motion was made by State Treasurer Rufus C. Holman, and seconded by Secretary of State, Earl W. Snell, and unanimously adopted by the Board, that the said request be granted and the State Highway Commission be authorized to increase said wages and salaries to conform to the requirements of the Government. The Commission instructed the Attorney to transmit this information to the Public Works Administration and authorized the Engineer to adjust the payrolls accordingly starting on the first of January, 1935.

The Commission had under consideration the report of the Engineer on the matter of snow removal on the Willamette Highway, previously requested by the Deschutes Lumber Company, and decided to decline the request, it being the opinion of the Commission that the expense is unjustified since there are no logging operations under way at the present time in this vicinity and the State would receive no returns from the investment by reason of gasoline tax revenues; furthermore, the road would simply serve as an outlet for only four or five families who are winter quartered at the Deschutes Lumber Company's mill.

The Secretary presented two resolutions from the County Court of Curry County in which the Commission was requested to select and designate as secondary state highways the following described county roads:

1/31/35

Chetco Market Road, beginning at a point on the Chetco Market Road 7½ miles from the Oregon Coast Highway; thence up the Chetco River to A. Tamba's ranch;

Squaw Valley Market Road, beginning at the old Bagnell ferry landing on the north side of the Rogue River near Wedderburn; thence in a northerly direction through Squaw Valley to a connection with the Oregon Coast Highway near the postoffice at Ophir.

The Commission denied the request for the reason that there are no funds available to reconstruct these roads and the secondary highway allotment to Curry County is insufficient to properly maintain them. The Secretary was instructed to so inform the County Court.

The Attorney reported, as previously instructed by the Commission, that he has prepared a Bill, for presentation to the Legislature, modifying the existing law governing pole line construction on public roads and highways of this state so that hereafter, if the Bill passes, such pole line construction on primary and secondary state highways will be permitted only with the written consent of the State Highway Commission and upon such terms and conditions as the State Highway Commission may fix and prescribe. He presented a copy of the Bill which the Commission approved.

The Attorney also reported regarding the right of way and the moving of the cannery building of the Gardiner Mill Company at Gardiner. He stated that, as instructed by the Commission at the previous meeting, in company with the Bridge Engineer and the chief right of way buyer, he interviewed the mill company officials who asserted that they will not consent to the closing down of their cold storage plant during the moving of the cannery and suggested that the State obtain an estimate of cost for moving the cannery, the amount of which they will accept and will apply toward the cost of constructing a new building at the new location. He also stated that the mill people value their interests at $23,000, and advise that they will incur no damage by reason of spoiled fish if the cannery is not moved before July 1 because by that time the fish that are now in cold storage will have been removed. He further stated that he has arranged with a competent house mover to submit an estimate of cost to move the plant, but has not yet received it. The Engineer stated that the right of way will be needed by April 1; in any event, as soon as Government funds become available. In the discussion of this matter the question arose as to whether or not the State should condemn the right of way, but it was finally decided to defer such action pending the receipt of the house mover's estimate to move the cannery, and the outcome of further negotiations with the owners. The Attorney was instructed to continue the negotiations and to report further at the next meeting.

There was presented to the Commission for consideration a claim of Frazier & Samuel, former highway contractors, Salem, for recompense in the sum of $500 for their rock crushing plant located near Cloverdale, Tillamook County, which was dismantled by State Highway Department forces because it was a traffic hazard. The Attorney explained that this plant was erected by





Tillamook County a number of years ago partly on the highway right of way, and was sold to Frazier & Samuel who have not kept it in good state of repair, some of the main timber supports being badly decayed, thereby creating a serious traffic hazard.

He also stated that the owners were notified a number of times to remove the plant and were forewarned that the State would remove it unless they did it themselves; nevertheless, they neglected to do anything, wherefore, on January 9, 1935, in the interests of safety to the traveling public, the plant was removed by Highway Department forces, the timbers burned and the machinery stored on the adjacent property of a Mr. John Fox with his consent. He advised that under the circumstances the State is not liable for any damage and recommended that the claim be denied. The Commission approved his recommendation by unanimous vote and instructed the Attorney to so inform Messrs. Frazier & Samuel.

The Commission signed agreements with several municipalities and Multnomah County providing for maintenance of the following municipal and secondary highway projects that are being constructed by the State with federal funds:

Agreement with City of Forest Grove providing for maintenance by the City of Pacific Avenue (Tualatin Valley route) between Seventh Street and Second Street, being Project No. NRM 183-D, 1935;

Agreement with City of Hillsboro providing for maintenance by the City of Base Line Street (Tualatin Valley Highway) from Fifth Street to Range Street, being Project No. NRM 183-E, 1935;

Agreement with City of Pendleton providing for maintenance by the City of the Old Oregon Trail on the newly adopted alignment between the Eastern Oregon State Hospital and Court Street, being Project No. NRM 40-C, 1935;

Agreement with Multnomah County providing for maintenance by the County of the bridge over Columbia Slough on the extension of North Vancouver Avenue, Portland, being Project No. NRS-250, 1935.

The Commission also signed the following agreements:

Agreement with F. G. Brown, Crystal, Oregon, providing for snow removal on the Klamath Lake Secondary Highway between Crystal school house and Rogue River National Forest boundary, Klamath County, whereby Mr. Brown agrees to keep this road open to travel throughout the winter months with his own equipment at a cost to the State of $20 for each trip that he is required to make, up to a maximum of $200 for the season.

Agreement with the Estate of William Harrison Bair, deceased, concerning right of way recently acquired by the State for widening the Pacific Highway at C Street in the town of Canby, Clackamas County.

Agreement with the Hayden Island Amusement Company and the Portland General Electric Company providing for the acquisition of additional land for right of way for widening the Pacific Highway between Columbia, or Oregon Slough, and the south shore of the Columbia River in Multnomah County.

The Engineer discussed with the Commission the matter of installing a new filing system in the Highway Department offices at Salem. He stated that the present filing system has become antiquated and a new system should be installed; further, that several quotations have been received for installing a new system, but before accepting any of them he would like to have an expression from the Commission as to whether it would approve an expenditure of funds for this purpose. After some discussion the Commission decided to defer a definite decision in this matter until the next meeting.

Reconsideration was given by the Commission to the matter of penalizing contractors who submit claims for extra compensation based on delays which prevent them from completing their projects within the time limits specified in their contracts. The Engineer advised that he studied this matter carefully since the Commission made its previous order and is now of the opinion that the order is not workable; in fact, he believes that it would be to the State's interest if no mention were made of the penalty until the contractor submits his claim for extra payment. He gave as his thought that the matter could be satisfactorily taken care of by considering each case by itself when the final voucher is prepared as has been done in the past. He gave a number of reasons for his opinion and recommended that the previous order be rescinded. The Attorney advised that penalties imposed under stress, as these might be construed, are uncollectable. He concurred in the recommendation of the Engineer. After some discussion the Commission voted unanimously to rescind its previous order in this regard.

The Commission also reconsidered the proposition submitted at the previous meeting by Messrs. Marshall and Caughell, representing the Physicians & Surgeons Hospital Association of Salem, for providing group insurance for Highway Department employes located in Salem, but took no action thereon.

The Engineer discussed with the Commission the matter of providing a new program for about $250,000 of federal funds heretofore allocated to certain projects which have since been eliminated from the current construction program. He submitted a tentative list of projects eligible for such funds, which was discussed by the Commission and taken under advisement for consideration at the next meeting.

The Commission had under consideration a letter from the Kinzua Lumber Company requesting permission to haul logs across Shelton State Park





at several locations, in addition to those previously approved, because the topography of the country is such that they cannot move out their timber if they are required to confine their operations to the locations heretofore specified by the Commission. The Engineer stated that he referred this matter to the Parks Engineer who has recommended that the request be granted as a matter of right and justice in order that the company may market their timber, much of which is beetle infested and must be moved at the earliest possible time. He also stated that he concurred in the recommendation. After some discussion the Commission approved the Engineer's recommendation and instructed the Secretary to prepare a permit in accordance therewith subject to the condition that the company will agree to carry on their operations so as to cause the least amount of disfigurement to the park and will clean up all debris resulting from their operations when they are through.

A letter was presented from J. B. Wilkerson, County Judge of Columbia County, requesting the loan of the Highway Department's survey data pertaining to the Scappoose-Pittsburg-Vernonia Road, a portion of which the County proposes to improve as an SERA project. The Commission decided not to loan the original notes and plans to the County but indicated that it would have no objection to furnishing the County with photostatic prints of the notes of the portion they wish to improve. The Engineer was instructed to ascertain from the County the extent of the proposed improvement and report this to the Commission at the next meeting together with an estimate of cost to provide the photostatic prints.

A communication was presented from Sam Likens, Newport, who requested permission to remove some gravel from North Beach at Newport. The Commission deferred a decision in this matter pending the receipt of additional information from Mr. Likens as to the extent of his proposed operations. The Secretary was instructed to ascertain from Mr. Likens the amount of gravel that he wishes to take and for what purpose it is to be used, and to report this information at the next meeting.

A letter was presented from Paisley Commercial Club requesting the Commission's endorsement of the proposed federal road extending in a southwesterly direction from a point on the Lakeview-Burns Highway, near Alkali Lake in Lake County, through Paisley to a connection with the Klamath Falls-Lakeview Highway near Bly in Klamath County. The Commission declined to endorse this project due to the fact that there are no funds available for either construction or maintenance of such road and for the further reason that the Commission considers that it is now doing as much as it can for Lake County.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other

1/31/35

material sites, or sites for the storage of materials, as hereinafter more definitely set forth; and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Milwaukie Section, East Portland-Oregon City Highway | | | | |
| Counsell, Beatrice | R/W | 0.016 | $25 lump sum | Bentley |
| Midland-Green Springs Section, Klamath Falls-Weed Highway | | | | |
| Miller, W. D. | Quarry Site | 5.21 | $500 lump sum | Devers |
| Middleton-Newberg Section, West Side Pacific Highway | | | | |
| Heskett, A. J. | (Rock Borrow) Quarry Site | 2.00 | $1500 lump sum | Benson |

The Commission considered the following requests for extensions of time in which to complete highway construction projects:

J. W. & J. R. Hillstrom, Contract No. 1584, construction of a bridge over South Slough on Cape Arago Secondary Highway near North Bend in Coos County, requested an additional extension of time from November 30, 1934 to January 24, 1935 in which to complete this project, giving as their reason that they could not do certain painting work because of adverse weather conditions. The Engineer advised that the traveling public has not been inconvenienced by the delay because the bridge has been in use since November 15; also, that the State has not incurred any additional expense for engineering. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.





Parker-Schram Company, Contract No. 1630, construction of a railroad bridge over the East Portland-Oregon City Highway in Clackamas County, requested an extension of time from September 15 to December 11, 1934 in which to complete this job, giving as their reason that their work was handicapped by reason of the longshoremen's strike in Portland, which prevented the delivery of steel and other materials going into this structure. The Engineer advised that the reasons given by the contractors for the delay are correct. He further advised that the traveling public has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Harold Blake, Contract No. 1639, grading and paving Union Avenue-Columbia Boulevard Section of Lombard Street, Portland, Multnomah County, requested an additional extension of time from November 30, 1934 to January 5, 1935 in which to complete this job, giving as his reason that he was required to do extra work involving the construction of asphaltic concrete approaches and his work was held up by the Union Pacific Railway Company in placing certain railroad crossing warning signals. The Engineer advised that the reasons given by the contractor for this delay are correct. He recommended that the extension requested be granted without penalty, the traveling public having not been inconvenienced by the delay and the State having incurred no extra expense for engineering. The Commission approved the Engineer's recommendation.

Shattuck & Neland, Contract No. 1647, construction of the Milwaukie Undercrossing Section of the East Portland-Oregon City Highway in Clackamas County, requested an extension of time of two months to March 31, 1935 in which to complete this project as they were delayed two months in starting the construction operations pending completion of certain work in connection with the job which was to be performed by the Southern Pacific Company. The Engineer advised that subsequent to the award of this contract some changes were made in the schedule of operations by the railroad company's forces which delayed Shattuck & Neland about two months in commencing their work; wherefore, on account of the fact that the delay was no fault of these contractors, he recommended that the extension requested be granted without penalty. The Commission approved his recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1584 with J. W. & J. R. Hillstrom, bridge over South Slough near North Bend on Cape Arago Secondary Highway in Coos County; completed January 24, 1935;

Contract No. 1637 with Harold Blake, paving Halsey Street--Clinton Street Section of Eighty-second Avenue in Portland, Multnomah County; completed November 21, 1934;

Contract No. 1639 with Harold Blake, grading and paving of Union Avenue-Columbia Boulevard Section of Lombard Street in Portland, Multnomah County; completed January 5, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1584 with J. W. & J. R. Hillstrom, bridge over South Slough near North Bend on Cape Arago Secondary Highway in Coos County;

Contract No. 1637 with Harold Blake, paving Halsey Street-Clinton Street Section of Eighty-second Avenue in Portland, Multnomah County;

Contract No. 1639 with Harold Blake, grading and paving of Union Avenue-Columbia Boulevard Section of Lombard Street in Portland, Multnomah County.

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

The Commission set Thursday, February 28, as the time for its next regular meeting for receiving bids on highway construction work. The Secretary was instructed to arrange, if possible, to hold this meeting in the auditorium of the Public Service Building, Portland, starting at 9:00 o'clock a. m. The Commission also set Monday, February 11, as the date for a special meeting to be held in the office of the State Highway Engineer in Salem.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:45 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

JAN 31 1935



Salem, Oregon, February 11, 1935

The State Highway Commission met in special session at 10:00 o'clock a. m. in the office of the State Highway Engineer, Room 325, State Office Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

A delegation from Portland representing several pole line companies conferred with the Commission in regard to securing a modification of the present laws limiting the length of loads that may be hauled over the public roads in this state so as to give to the utility companies certain special privileges in the transporting of poles to be used in pole line construction. The delegation was headed by Mr. Earl S. Nelson, attorney for the Portland General Electric Company, and included the following: H. R. Wakeman, representing the Portland General Electric Company; H. J. Roake, representing the Pacific Telephone & Telegraph Company, and G. L. Corey, representing the Pacific Power & Light Company. Mr. Nelson stated that they propose to present to the Legislature a bill amending the present law to authorize pole line companies to transport poles up to 85 feet in length without the necessity of securing a permit from the State Highway Commission, as is now required, but before doing so they wish to obtain the ideas of the Highway Commission with regard thereto. He explained that the present method of handling the matter, which requires a special permit from the Highway Commission every time an overlength pole is hauled, is unsatisfactory because of the inconvenience and delays incident thereto especially in connection with emergency movements requiring the delivery of poles on short notice. It was his thought that the proposed amendment would prove a satisfactory solution of the problem and he asked the Commission's endorsement of such amendment.

The State Highway Engineer pointed out that the Pacific Highway between Portland and Salem is the only highway in the state which can be called really safe for the transportation of loads 85 feet in length, most of the remaining roads being too narrow or too crooked to permit such movements with safety to other traffic. It was his thought that in no event should over-all length of load and vehicle exceed 75 feet and that some provision should be made to eliminate the responsibility of the Commission for accidents in the event the law was amended to legalize the hauling of loads of that length.

The Attorney advised that he examined the proposed amendment and in his estimation there is a question as to its constitutionality as drawn. He interpreted the present law as giving the State Highway Commission authority to grant permits for emergency movements only and not for movements of a general nature such as are the movements of the pole line companies. It was his thought that the length of load is a matter for the Legislature to determine and fix, rather than the State Highway Commission in its permits, in

FEB 11 1935

order to relieve the Commission from responsibility.

Chairman Scott pointed out that if the law is amended as suggested, the Commission will still be confronted with the problem of granting permits to other parties who are engaged in hauling long poles and piling; also, there is a possibility that the action will be considered discriminatory which raises the question whether or not the Commission should endorse it. After further discussion the State Highway Engineer suggested that, since the movements of the pole line companies are regular and necessary and do not come within the scope of the present law which contemplates the granting of permits for infrequent movements only, the Commission might approve an amendment to the law which will permit the pole line companies to haul loads up to 75 feet in length over-all, including the hauling equipment, provided that such amendment should also include provision that loads in excess of that length shall not be moved over the public roads of this state except, in the case of state highways, under permit from the State Highway Commission; and provided further that the permittee shall furnish to the State in such cases a satisfactory bond relieving the State, the State Highway Commission, or any official or agent of the State, or State Highway Commission, from responsibility or liability in connection with injury or damage to persons or property that might occur on account of such movement. The Commission approved the Engineer's suggestion as its policy.

Mr. Sam Murray, Chief Engineer, O.-W. R. R. & N. Co., was present regarding the reconstruction of the Wallowa Lake Highway under the main line tracks of the Oregon-Washington railroad in the City of La Grande as proposed in the Commission's original 1934 budget. He explained that the railroad company is interested in this matter because it plans to inaugurate in the near future fast streamline train service and is anxious to eliminate the grade crossing hazard which they consider to be one of the worst in this state. He intimated that the railroad company might be induced to finance the right of way expense if the Commission will reinstate this project.

The Commission's Attorney explained that the La Grande city officials are very anxious to have this improvement, but it seems that they are unable to finance their part of the work. He read a letter from Mr. Angus McAllister, City Manager, stating that if other arrangements can be made to finance the right of way and to pay the cost of constructing approaches to the highway from Spruce Street and Cove Avenue, then the City Commissioners will agree to the construction of a subway, 24 feet in width, with an additional 6-foot sidewalk on one side. In the discussion of this matter the question arose whether or not federal funds can be used to finance the construction of approaches from the intersecting streets. W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, gave as his thought that the Government would approve such construction but could not state definitely at this time. He advised that he would take the matter up with his superiors and let the Commission know as quickly as possible. After further discussion, the Commission instructed the Engineer to investigate and report at the next meeting what it will cost to construct the project in conformity with the City's ideas, including cost of right of way.

The Attorney read a letter from Angus McAllister, City Manager of





La Grande, regarding the State's claim against the City for resurfacing and constructing a bituminous macadam wearing surface on that portion of the Old Oregon Trail from the west city limits of La Grande to Adams Avenue, in which he states that the City is financially embarrassed but has a warrant for $1,500 from Union County Road District No. 1 which it will turn over to the State at once if the State will accept such warrant as payment in full of the City's account. The Engineer stated that the State's original claim against the City was for $3,465.70 but the City has paid $700 on this account in conformance with its agreement with the State and intends to pay an additional $100 shortly; further, that if the Commission accepts the City's present offer it would mean the cancellation of the balance of this claim, amounting to $1,165.70. The Commission deferred a definite decision in this matter until the February 28 meeting.

Mr. J. L. Torrens, Salem, came before the Commission regarding a right of way matter at Newport. He stated that he owns a 100' x 100' lot at Sixth and Newport Streets in this town, the corner of which has been taken for right of way for the Oregon Coast Highway; also, that he offered to donate this small area to the State when he was assured by the right of way buyer and the Engineer in charge of the highway construction that the grade of the highway in front of his property would not be damaged by such construction. He alleged that the highway was not constructed as he expected and that the highway grade was changed necessitating an 11-inch step from the old sidewalk in front of his property to the new sidewalk on the highway; moreover, the highway has been constructed very close to his building, closing his driveway, all of which has caused him severe damage. He advised that he had an appraisement made by competent engineers who gave it as their opinion that he has been damaged to the extent of $600. He offered to settle with the Commission for that amount provided the State will construct for him a new sidewalk on the proper elevation in front of his property and will also construct a concrete retaining wall at the toe of the highway fill, to prevent the fill from sliding up against his house, and will provide for him a new driveway.

The Attorney advised that his right of way men appraised Mr. Torrens' property and tried repeatedly to arrive at an amicable settlement with him but were unable to do so; hence it was necessary to file condemnation proceedings in order to protect the State's interests, inasmuch as the contract for highway construction has already been awarded. The Engineer advised that the State Highway Department had nothing whatever to do with the establishment of the grade line except that it furnished plans of the highway improvement to the city officials who adopted by city ordinance the grade line as set forth thereon; also, that the grade line has not been changed since it was established by the City.

After a lengthy discussion, the Chairman informed Mr. Torrens that from the evidence presented it appears that he has based his claim on the location of the highway grade line over which the Commission has no responsibility; therefore, if he has a valid claim, it is against the City and not the State; furthermore, according to the Attorney, the Commission cannot recognize a claim for damage but must limit such recognition to the actual

purchase of the land.

Mr. Torrens asked the Commission to view the property and ascertain the facts firsthand. Chairman Scott agreed to do this in the near future in company with the Attorney, Resident Engineer Booth who had charge of the construction of the highway at this point, and Mr. Torrens.

The Commission adjourned at 12:30 o'clock p. m. to convene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the office of the State Highway Engineer, Room 325, State Office Building, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Senator Elwin A. McCornack, Lane County, came before the Commission regarding the removal of the Delight Valley Section of the Springfield-Cottage Grove Secondary State Highway from the secondary state highway system and substituting therefor the road extending west from Eugene to a connection with the Territorial Secondary Highway along the so-called "F" route heretofore proposed for Eugene's short road to the sea. The Engineer stated that this would be a desirable change but cannot be effected now because the Commission, under existing laws, does not have authority to remove any road from the secondary highway system. He gave as his opinion that the Commission should have such authority which would be very beneficial in working up the secondary highway plans. The Attorney reported that he has prepared an amendment to the secondary highway law which, if passed by the Legislature, will authorize the Commission and the County by mutual agreement to remove roads from the secondary highway system.

The Commission approved the action of the Attorney and signified to Senator McCornack that it will approve this substitution of secondary highways in Lane County if the Legislature grants the necessary authority to do so and if such substitution is requested by the County Court and is recommended by the Engineer.

P. L. Frazier, Salem, appeared before the Commission regarding his claim of $500 as recompense for his rock crushing plant which he alleged was damaged by Highway Department forces when they dismantled it and removed it from the right of way of the Coast Highway near Cloverdale, Tillamook County. He related the history of the plant and stated that before it was dismantled he had several good opportunities to sell it but none of the sales materialized because of its damaged condition. He asked the Commission to consider this and allow him some compensation for his loss.

The Attorney stated that the crushing plant was located partly on the right of way and as instructed by the Commission he notified Mr. Frazier a number of times to remove it because it was unsafe and presented a serious hazard to highway traffic; also, that Mr. Frazier neglected to comply with these demands so, in the interests of public safety, the Engineer finally had it removed by state employes at a cost of $82.55. He further stated that





according to the report of the engineer, who had charge of the removal operations, the plant was not damaged in the least during the removal. The State Highway Engineer stated that he could not recommend paying Mr. Frazier anything for the plant; on the other hand he believed that Mr. Frazier should be billed for the expense incurred by the State in removing it from the highway. The Commission concurred with the Engineer; however, after considerable discussion offered to settle on the basis of the cancellation of both claims. Mr. Frazier finally accepted the offer and later in the session signed an agreement with the Commission disposing of the matter in that manner.

A delegation from Estacada, Clackamas County, representing Union High School District No. 6 of that place, appeared before the Commission and requested information relative to the location of the Woodburn-Mt. Hood Loop Secondary State Highway which passes through their town. Those present were: Edw. Shearer, chairman; Lloyd Ewalt, O. M. Sturmer, J. O. Botkin, M. F. Johnston, principal, and Douglas Johnson, clerk. Mr. Shearer was spokesman for the group. They stated that their school district has voted $70,000 of bonds for the purpose of providing funds to be used in conjunction with an equal amount of SERA money for the construction of a new high school building in Estacada, and that they want to erect this building on a new site, a number of which they have under consideration, which will not interfere with the future location of the secondary highway.

The Engineer advised that present indications are that the highway route through Estacada will not be changed; nevertheless, he suggested that an investigation be made to determine whether or not any of the proposed school sites are objectionable from the highway standpoint. The Commission approved the Engineer's suggestion and instructed him to make such investigation and to report thereon at the February 28 meeting.

The Engineer reported on the matter of furnishing survey data to the Columbia County Court for use in connection with an SERA project which the County proposes to undertake on the Scappoose-Pittsburg-Vernonia Road. He stated that inquiry reveals that the County proposes to construct a one-mile section on each end of this road but will not build to the standards covered by the survey data, in view of which, in his estimation, this data would be of no value to the County and the State would not be justified in going to the expense of making photostatic copies of the field notes and maps. He recommended that the request be denied and that a full explanation be given to the County Court. The Commission approved the Engineer's recommendation and instructed him to write the County Court accordingly.

Reconsideration was given by the Commission to the R. I. Stuart & Sons matter involving the construction of the Marshfield and Roseburg projects which matter was previously discussed at the meeting held on January 31. The Commission decided to defer readvertising these projects for bids until definite information has been received from the federal authorities as to whether or not these contractors are eligible to receive the award of these contracts based on their bids submitted on December 6.

The matter of acquiring right of way from the Gardiner Mill Company at Gardiner for the north approach of the Coast Highway bridge between Gardiner and Reedsport had the attention of the Commission. The Attorney reported that he procured an estimate from Mr. A. D. Moodie, house mover of Portland, for constructing a foundation for a cannery at the new location and for moving the cannery building to this location; also an estimate from H. E. Harris, representing Harris Ice Machine Works, Portland, for handling and restoring the refrigeration plant, the amounts of which when added to the estimated cost of the land and other expense, make a total estimated cost slightly less than $11,000, which the Engineer estimates it will cost to construct a shoofly roadway around the cannery building. After considerable discussion of this matter, the Commission authorized the Attorney to negotiate further for the acquisition of this right of way and try to get a settlement with the company for $9,000 if possible; in any event, he is not to offer the company more than $11,000 for its interests.

The Engineer reported that right of way matters in connection with the proposed construction of the State Hospital-Ash Street Unit of the Pendleton project, for which the Commission received bids on January 31, have been satisfactorily disposed of and on February 9, in conformance with authority previously granted him by the Commission he awarded the contract for this project to the low bidders, Itschner & Rigdon, based on their bid price of $28,722.00. The Commission by unanimous vote confirmed the Engineer's award of this contract.

The Engineer reported that on account of the soft condition of the roadbed of The Dalles-California Highway, between Bend and Klamath Falls, and of the Fremont Highway, between its junction with The Dalles-California Highway near Lapine and Silver Lake Post Office, he ordered signs posted on February 6 limiting the weight of loads to 50% of the statutory limits. He asked that the Commission confirm this action. The following resolution with regard thereto was offered and adopted by the Commission by unanimous vote:

WHEREAS, the following roads or highways have been duly 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:

THE DALLES-CALIFORNIA HIGHWAY and FREMONT HIGHWAY

AND WHEREAS, the said above-named state highways 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 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 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 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 that the maximum total weight of load and vehicle which shall be permitted upon said roads shall be reduced so as to conform to the requirements fixed in this order;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the withinnamed roads shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highways, to wit:

THE DALLES-CALIFORNIA HIGHWAY from Bend, in Deschutes County, to KLAMATH FALLS, in Klamath County;

FREMONT HIGHWAY from its junction with The Dalles-California Highway near Lapine, in Deschutes County, to SILVER LAKE POST OFFICE, in Lake County;

shall be as follows: When the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two-hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled

or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highways, and at important crossroads on 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 said highways are located and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

The Engineer reported the receipt of a request from log haulers in Lake County that they be permitted to conduct log hauling operations on state highways in that county during Saturday afternoons, Sundays and holidays. He pointed out that the Commission previously granted this privilege to log haulers in Klamath County and recommended that the order be extended to include Lake County until conditions warrant the reinstatement of the restrictions. The Commission approved the Engineer's recommendation.

The Commission reconsidered the matter of installing a new filing system in the Salem offices but again deferred action until the next meeting.

The matter of acquiring timber along the right of way of the Salmon River Highway had the attention of the Commission. The Engineer pointed out that at the previous meeting the Commission decided to confine its purchase of timber along this highway to the right of way limits and inquired, in view of the recent developments and the attitude of the present Administration with regard to the preservation of roadside beauty, whether the Commission desired to alter this decision. The Commission called into conference Parks Engineer S. H. Boardman who recommended the purchase of timber in strips 500 feet wide on each side of the highway. The Commission arrived at no definite conclusion with regard to this matter but deferred its decision until the following meeting.

Commissioner Aldrich reported the receipt of notice of a hearing to be held at The Dalles on February 20 regarding the deepening of the Columbia River channel between Vancouver and Bonneville. He gave as his thought that the Highway Commission should be represented at this hearing. Chairman Scott and Commissioner Washburne concurred, and it was decided that the Chairman, State Highway Engineer, Construction Engineer, and Division Engineer should attend.

The Engineer reported the receipt of a letter from Mr. L. J. Simpson, Empire, offering his services in securing right of way for the Cape Arago Secondary Highway between Charleston and Cape Arago, Coos County. He advised that the State has no survey for this road and suggested that it





would be a good idea to make a survey at this time in order to take advantage of Mr. Simpson's offer. After some discussion the Commission by unanimous vote authorized the Engineer to make a reconnaissance survey of this secondary highway throughout its entire length.

The Commission had under discussion the matter of furnishing small tools, truck hire and supervision in connection with an SERA project on the Bingham Springs Secondary Highway in Umatilla County. The Engineer explained that Umatilla County proposes to improve this highway with SERA labor but does not have the money to pay for small tools, truck hire, and supervision, and has asked the State Highway Department to furnish those things. He read a letter from Division Engineer W. C. Williams outlining the County's plans and recommending state cooperation. He gave as his thought that the improvement will be of considerable benefit to the State and will reduce the State's expense to maintain the road, and accordingly recommended that the request be granted notwithstanding that it is contrary to the Commission's general policy to cooperate in the construction of SERA projects. After some discussion the Commission instructed the Engineer to investigate this matter further and authorized him to furnish the things requested by the County if he deems that advisable.

A telegram was presented from C. H. Purcell, State Highway Engineer, State of California, quoting a resolution adopted by the California State Highway Commission urging and recommending " * * * that if highway projects are to be considered in the Public Works program in addition to those provided in the proposed Cartwright Bill or amendments by Senator Hayden, that the U. S. Bureau of Public Roads issue a call to the various state highway departments to submit projects, state, county, and municipal, in order that such projects be coordinated in a state-wide program, it being the opinion of the California State Highway Commission that such a procedure will expedite the starting of the construction and will also result in a coordinated improvement of the federal aid, state highway, county and municipal systems and that any other procedure results in confusion, delay and difficulty in developing a properly planned program of construction without expediting employment more rapidly than the procedure proposed above * * *" and urging similar action by the Oregon State Highway Commission. The Engineer advised that in his estimation the suggestion offered by the California State Highway Commission is very good, and if adopted and carried out by the federal authorities will result in a coordinated program of projects for the State's best interests. He recommended the adoption of a similar resolution by the Oregon State Highway Commission. After some discussion the Commission approved his recommendation and by unanimous vote adopted the following resolution with regard thereto:

* * * *

NOTE: In view of subsequent developments it appeared inadvisable and unnecessary that the State Highway Commission participate in the promotion of the legislation suggested in the California telegram and, therefore, the resolution above mentioned is omitted from the minutes of the Commission.

The Engineer reported the receipt of a request from Mr. R. R. Tinkham, Superintendent of Lighthouses, U. S. Lighthouse Service, for permit to install a beacon light on the Interstate Bridge across the Columbia River between Portland and Vancouver for the benefit of Columbia River traffic. He recommended that the request be granted. The Commission approved his recommendation by unanimous vote.

The Commission had under consideration several petitions bearing names of 77 residents of Pendleton and vicinity requesting the removal of snow on the Weston-Elgin Secondary State Highway in order to facilitate winter sports at Tollgate. The Commission denied the request, the expense thereof being considered unjustified in view of the fact that the Weston-Elgin road is not a through highway and cannot be traveled until late in the spring regardless of snow removal operations.

A letter was presented from the City of Coquille in which the Commission was urged to continue the maintenance of state highways within the city limits of that town including the maintenance of the bridge at the intersection of Fourth and Taylor Streets, as has been done in the past. The Engineer explained that the maintenance of the city streets, over which are routed the state highways in Coquille, has been discontinued for the reason that the population of this town exceeds 2,000 and it is contrary to the policy of the State Highway Commission to expend state funds for maintenance purposes within the limits of towns of that size and over. He recommended that the Commission adhere to its policy and deny the request. The Commission agreed with the Engineer and instructed the Secretary to inform the City that it must maintain its own streets; however, the Commission instructed the Engineer to continue his periodical inspection of the bridge.

A letter was presented from Mrs. Clyde Ramsby, Silverton, urging the oiling of the Silver Falls Secondary State Highway in order to allay the dust which, she alleges, is a nuisance during the summer. The Engineer advised that this is a meritorious project but there are no funds available to finance it at the present time. The Commission decided to deny the request but to bear the project in mind for future consideration.

A letter was presented from the City of West Linn suggesting an alternate route for the East Portland-Oregon City Highway through Oregon City, as follows: Commencing at a point on the present highway near Jennings Lodge; thence westerly, crossing the Willamette River by bridge, to a connection with the Pacific Highway just south of Bolton; thence following along the west side of the Willamette River to a point known as Rock Island where it would recross the Willamette River and join the Pacific Highway at the top of the grade north of the Doernbecher sawmill at Coalco. The Commission ordered the communication filed in the records of the Department.

The Commission had under consideration the matter of adoption of a policy with regard to the acquiring of right of way for the proposed water grade highway extending up the Columbia River from Portland to The Dalles. It was explained that at a number of places the highway location is in proximity to the river bank and that the owners of adjacent property enjoy dockage





privileges which they desire to retain after the highway is constructed. It was also explained that some of the property owners have signified their willingness to donate land for the right of way provided they are allowed to retain the dockage privilege, and the question has arisen whether or not this privilege will be granted. After considerable discussion the Engineer suggested that options be taken from the owners both with and without the dockage privilege in order to determine the extra cost to the State in the event the privilege is not granted. The Commission approved the Engineer's suggestion and instructed him to secure the options accordingly.

A letter was presented from J. Dempsey Boyer, Monument, Oregon, urging an allocation of funds for the improvement of the secondary highway between Monument and Kimberly in Grant County. The Commission denied the request because of lack of funds.

A letter was presented from Klamath County Chamber of Commerce expressing its opinion " * * * that any agreements made with reference to the tolls on the Coast Highway bridges, whether made orally or written, expressed or implied, should be kept * * *". The Commission ordered the communication filed in the records of the Department.

Letters were presented from L. M. Lepper, Director of the East Side Commercial Club, Portland, requesting the improvement of Denver Avenue, Portland, by widening the pavement for four lanes of traffic and also requesting an allocation of funds for paving the unpaved center strip on Interstate Avenue, Portland. The Commission took no action on these communications.

The Secretary reported that in conformance with instructions of the Commission he wrote the Umpqua Highway Improvement District for information as to the amount of money that may accrue to the District from delinquent taxes if it is dissolved as is now contemplated, and has received a reply from the President of the District to the effect that they have arranged with the County Court of Douglas County to expend these prospective funds so it will not be necessary for the State Highway Commission to concern itself with their expenditure. The Attorney advised that a Bill is now before the Legislature for dissolving the District. The Commission took no action on this matter.

The Commission had under consideration the claim of Miss Inez DeLashmutt for alleged damages to her property growing out of the reconstruction of the Bertha-Beaverton Highway at Glencullen, Multnomah County. Assistant Attorney J. W. DeSouza submitted a report based on the disposal of the claim by the purchase of Miss DeLashmutt's property at a figure to be mutually agreed upon. Chief right of way buyer C. L. Gardiner also submitted a report based on moving Miss DeLashmutt's residence and otherwise restoring her property, but not by outright purchase. The Commission seemed inclined to favor a settlement on the basis of adjustment rather than purchase, but reached no definite conclusion. The Attorney was instructed by the Commission to continue negotiations with Miss DeLashmutt and arrive at a compromissary settlement if possible. He was also instructed in his negotiations to make it clear that the Commission considers this subject in the light of a compromise only and will not admit any liability in any discussion that is had of this matter, and

that it must be understood to be on the theory of compromise of a claim based on a disputed liability; also, that if a settlement is reached on the basis of adjustment rather than purchase, the contract or agreement must give to the State the right to maintain its tunnel construction and the right to carry on such other work as may be necessary in order to maintain the highway and the stability of the property.

The Engineer requested authority to acquire certain parcels of real property needed for various state highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Lafayette-Dundee Section, West Side Pacific Highway | | | | |
| Peters, Charles | Stock Pile Site | 0.25 | $60 Lump Sum | Bentley |
| Junction City Section, Pacific Highway | | | | |
| Richardson, Lilas M. K. | Slope Easement | 2500 | sq.ft. $1 | McCallister |
| Smith, James W. | " " | 1000 | " " $1 | " |
| Parker, Francis W. | " " | 4000 | " " $1 | " |
| McCutcheon, R. H. | " " | 4000 | " " $1 | " |
| Kelso, Eliza A. | " " | 3250 | " " $1 | " |
| Claude C. Cook | " " | 3000 | " " $1 | " |





| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Newberg Section, West Side Pacific Highway | | | | |
| Valley Petroleum Corporation | R/W | 5600 | sq.ft. at $0.03 per sq. ft. plus $2875 | Bentley |
| Sheridan Section, McMinnville-Tillamook Highway | | | | |
| Yamhill County | Stock Pile Site | 10000 | sq.ft. $30 Lump Sum | " |
| Squaw Creek Section, Oregon Coast Highway | | | | |
| Stonefield, Geo. A. | Stock Pile Site | 0.459 | $75 Lump Sum ($75 paid by Homer G. Johnson) 5-year lease | McCallister |
| Middleton-Newberg Section, West Side Pacific Highway | | | | |
| Christie, May P. | R/W | 0.081 | at $600 per A. plus $90 | Benson |
| Neskowin Section, Oregon Coast Highway | | | | |
| Affolter, Victor | Stock Pile | 0.48 | $30 Lump Sum 3-year lease | Gray |
| Salem Section, Twelfth Street Highway | | | | |
| State of Oregon (Feeble-Minded Inst.) | Quarry Site | 0.997 | $300 Lump Sum | McCallister |
| Modoc Point Section, The Dalles-California Highway | | | | |
| Algoma Lumber Company | Stock Pile Site | 1.00 | $150 Lump Sum | Kelley |
| East of Springfield, McKenzie River Highway | | | | |
| Hart, Geo. W. | R/W | 0.680 | $100 per A. plus $232 | Benson |
| West Salem-Brunks Corner, Salem-Dallas Highway | | | | |
| Maxwell, Benjamin I. | R/W | | $52.80 Lump Sum | DeSouza |

The Commission considered and signed an agreement with August Riechel disposing of the matter of moving his house located adjacent to the right of way of the Pacific Highway at Woodburn, whereby Mr. Riechel agrees to accept as payment in full the sum of $132.50 in lieu of the State moving the house, estimated to cost $265, as required under the terms of the option taken by the State from him for right of way for widening the highway at this point.

The Commission had under advisement the request of the Wallowa County

Court for permission to construct an irrigation canal, consisting of either two 60-inch pipes or a 19-foot frame trestle, across the Wallowa Lake Highway at Highway Engineer's Station 1135+50 on the Wallowa-Lostine Section. The Engineer recommended that the request be granted for the installation of pipes. The Commission approved the Engineer's recommendation by unanimous vote and instructed the Secretary to issue the customary pipe line permit.

The Commission had also under consideration a letter from the Portland General Electric Company requesting a designation for its pole line along the revised alignment of the West Side Pacific Highway just west of Newberg. The Engineer advised that the company now maintains a pole line along the easterly or southerly side of the present highway at this point which it will have to reconstruct on account of the proposed highway improvement; further, that the company now desires to rebuild its line along the new highway in the same relative position which will involve the cutting of some very nice ash trees in the Chehalem River bed. He pointed out that beyond the limits of the proposed highway improvement the company maintains its power facilities on private property and suggested that the company make similar provision along the section of the highway to be improved which would eliminate the necessity of cutting or trimming the trees that now form a fine screen between the highway and the Southern Pacific Company's trestle. After full consideration of the facts, the Commission approved the Engineer's suggestion and instructed the Secretary to inform the company that it must provide private right of way for its poles.

The Commission had also under discussion the matter of designating a location on the right of way of Secondary State Highway No. 160 in Clackamas County, between a point 1½ miles south of Kaylor and a point approximately three miles south thereof, for the pole line of the Portland General Electric Company. The Engineer advised that an inspection has been made of pole lines on this road which reveals that they have been arranged in a very disorderly manner and it is evident that the County Court which had jurisdiction when the franchises were granted, had no systematic plan for the location of the poles of the various companies; consequently, the question now arises as to which side of the highway should be reserved for telephone circuits and which side for power circuits. He further advised that if the Commission adheres to its present policy to prohibit crossings of wires over the highway, it would mean a considerable expense on the part of pole line companies to rearrange their poles to meet the Commission's requirements, not only in this particular instance but in other instances where similar conditions exist. He requested instructions for his future guidance. The Commission arrived at no definite conclusion in this matter, but referred the present case to the Engineer with instructions to act in conformance with his best judgment.

The Engineer reported that S. H. Boardman, Parks Engineer, who has charge of the CCC development work in state parks for the Federal Government, has been invited to attend a conference in Washington, D. C., from February 24 to 28, to discuss the future setup of CCC work and to offer suggestions in connection therewith, the expense of the trip to be paid by the Federal Government. He gave as his thought that this would be a fine opportunity for





Mr. Boardman to inspect some of the public parks in the Eastern states to get ideas for park development in Oregon and requested authority for him to spend approximately $50 of state monies for such purpose. The Commission approved his suggestion by unanimous vote, subject to the further approval by Governor Martin.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:45 o'clock p. m.

Chairman

Commissioner

State Highway Engineer

Commissioner

Secretary

Salem, Oregon, February 21, 1935

The State Highway Commission met in special session at 10:00 o'clock a. m. in the office of the State Highway Engineer, Room 325, State Office Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission had under discussion the matter of operating the five Coast Highway bridges free of tolls as has been proposed by the Oregon Coast Highway Association. Commissioner Washburne proposed the following solution of this problem: That the Public Works Administration, which is furnishing the funds to construct these bridges under the loan and grant features of the Public Works Act, be requested to approve the transfer of the loan monies, amounting to about $4,200,000, set up for the bridge work, as a grant for the construction of a 26-mile section of the proposed water grade highway up the Columbia River between Troutdale and Cascade Locks, which is estimated to cost that amount, provided the State will take over the matter of financing the construction of the Coast Highway bridges and will

operate these bridges free of tolls thus relieving the Federal Government from all responsibility in connection with said bridges. He gave as his thought that the Federal Government might be induced to make such transfer in view of the fact that the Bonneville Dam construction is largely responsible for the necessity of reconstructing the present Columbia River Highway, which reconstruction work cannot be accomplished by the State for many years under the present financial setup. He suggested that general obligation bonds could be issued to obtain funds to finance the bridge construction and gave as his belief that if this is done, the State could save considerable money on interest payments because there is now a ready market for bonds of this class bearing a lesser rate of interest than the State is paying on its bridge revenue bonds. It was his thought that this plan would receive universal approval throughout the state because it would not only hasten the completion of the new highway up the Columbia River, but it would also obtain such highway at the expense of the Federal Government and would release for road projects in other parts of the state the amounts that would have to be provided annually from other sources to finance the proposed Troutdale-Cascade Locks improvement. Chairman Scott and Commissioner Aldrich approved the suggestion of Commissioner Washburne and it was unanimously agreed to present the proposition to Governor Martin.

The Commission approved the minutes of the meeting held on January 18, 1935.

The Engineer requested authority to requisition through the State Board of Control approximately 30,000 gallons of traffic line paint and thinner for the 1935 stripe painting requirements. He estimated that the paint would cost approximately $37,500. The Commission approved his request by unanimous vote.

The Engineer reported that Klamath County proposes to undertake as an SERA project some clearing work on the Klamath Lake Secondary State Highway and has requested a survey so that the work can be done on the proper alignment. He stated that the clearing work is especially adapted to the type of workmen who are available and can be done with a minimum amount of equipment; also, that he believed a survey about three miles long would provide sufficient work for these men. He recommended that the request be granted and requested authority to conduct such survey estimated to cost $1,000, starting at the north end of the present improved road about 15 miles north of Klamath Falls and extending northerly about 3 miles. After some discussion the Commission approved the Engineer's recommendation.

A petition was presented signed by fifteen residents and taxpayers of the Village of Unity, Baker County, requesting the oiling of the John Day Highway through the business district of Unity in order to allay the dusty condition prevailing during the dry season. The Engineer advised that the Highway Department performed similar service in other towns along the John Day Highway and recommended the oiling of a 20-foot strip through this town, the work to be done when one of the Department's oiling crews is in that vicinity. The Commission adopted the Engineer's recommendation.

The matter of extending the proposed improvement of the Columbia





River Highway through Cascade Locks about 2,200 feet, to the fox farm, as requested by the Cascade Locks delegation on January 31, had the attention of the Commission. The Engineer recommended that the request be denied and that the improvement be limited to the amount of work required of the State in order to fulfill its agreement with Mr. J. B. Laber. The Commission approved his recommendation.

The Commission also had under discussion a complaint from the people of Cascade Locks that the hole in front of one of their store buildings is not being filled in as they expected following their appearance before the Commission on January 31. The Engineer advised that he was authorized by the Commission at the previous meeting to spend about $1,000 of state money to fill this hole and he ordered the work done by the highway maintenance crew after satisfying himself that that was the proper thing to do, but has not yet received a progress report on the work. He called into conference Maintenance Engineer J. N. Bishop who stated that his men are making satisfactory progress with the work but they cannot do all that the people want because it would necessitate the construction of a concrete box culvert costing about $2,000, for which he has no authorization, hence he has ordered the work stopped at the culvert site; furthermore, the foundation wall of the building, in front of which the fill is being made, is of faulty construction and probably would collapse under the pressure of the fill if the fill were built up against it as planned; wherefore, in order to avoid an accident occurring, he ordered the men to stop the fill at the base of the wall pending further instructions. After full consideration of the facts as disclosed by Mr. Bishop, the Commission approved his report and made the following order: That the fill be terminated at the culvert site so as to eliminate the necessity of constructing the culvert at this time, and that the fill in front of the store building be stopped about a foot from the base of the foundation wall unless and until the owners of the property and the tenants of the building execute an agreement relieving the State, the State Highway Commission or any officer or agent of the State or State Highway Commission from responsibility or liability for injury or damage that might occur to persons or property if the fill is constructed against the wall as they desire. The Engineer was instructed to prepare a form of agreement covering the matter for acceptance by the owners and tenants of the property in question who are to be advised that the Commission has no money to finance the culvert construction at this time and will not pay out state money to construct the fill at the culvert site until the culvert has been built and properly cured.

Reconsideration was given by the Commission to the proposition of the City of La Grande regarding the cancellation of its account with the Commission upon the payment of $1,500 which they now have available, which matter was discussed at the previous meeting. The Commission decided to require the City to settle its account in full and instructed the Engineer to cover the matter by agreement with the City, the City to pay at least $100 per month on account until it is paid.

The Commission had under reconsideration the matter of acquiring timber strips along the right of way of the Salmon River Highway beyond the limits of the highway right of way. The Attorney advised that he has taken

this matter up with Senator Charles L. McNary, who is a personal friend of Mr. McCormick, President of the McCormick Lumber Company which owns the timber, and there is a possibility that the lumber company will donate desirable strips of timber to the State. In view of this report the Commission decided to defer action on this matter for the time being.

The Engineer reported that as instructed by the Commission at the previous meeting, he contacted the Parks Engineer relative to securing the services of some men from Benson Park CCC Camp, which he expects to establish this spring, to improve the Columbia River Highway in the Bonneville district as requested by Mr. Eric Enquist on January 31, and ascertained that it would not be possible to obtain these men because their efforts must be confined to improvements strictly within the park area. On account of the circumstances the Commission decided that the improvements requested by Mr. Enquist must wait because there are no state funds available at present to finance them.

A letter was presented from Mayor J. J. Tobin, Newport, requesting a survey to determine a definite location for the Oregon Coast Highway from Newport to Taft in Lincoln County so that right of way may be obtained before the development of properties along this road reaches major proportions. The Engineer advised that the present road is narrow and has an inadequate base which requires a large annual expenditure for maintenance purposes and in his estimation it would be a good idea to reconstruct this road as soon as funds become available. He recommended a survey at this time to decide upon a permanent location for the road so that private property adjacent thereto can be developed in conformity therewith and to enable the purchase of right of way while it can be obtained at a reasonable cost. After some discussion the Commission approved the Engineer's recommendation and authorized him to make such location survey as soon as it is convenient for him to do so.

The Engineer discussed with the Commission the matter of constructing an office building in the City of Bend for the use of the Division Engineer who maintains headquarters at that place. He explained that the City has offered to donate a site for such building conveniently located near the highway department maintenance buildings, and wants to know whether or not the Commission has any intention of accepting the offer because they have prospective purchasers for the property if the Commission doesn't want it. He advised that the State now pays $40 per month rental for the Division Engineer's office quarters, which expense could be eliminated if the State owned its own building and, in addition, the Division Engineer would have much better offices. He estimated that a suitable building constructed as an SERA project would cost about $6,000, of which amount the State would have to pay about $4,000 for materials and supplies, and the Government would pay the balance representing labor costs. He recommended the acceptance of the City's offer and the construction of the building provided the Commission feels that state funds can be spared at this time for such purpose. After a full discussion of this matter the Commission concluded that it would be economical to own its own building and thereupon adopted the Engineer's recommendation by unanimous vote. The Engineer was instructed to advise the City of





the action taken and to construct the said building as an SERA project at his convenience.

The Commission had under discussion the matter of furnishing highway maps free of cost to anyone desiring them, irrespective of the quantities desired. The Commission took the attitude that these maps are a fine means of advertising the state and that the small extra expense to furnish them free is fully justified. Accordingly the Commission decided that hereafter, as a matter of policy, the maps should be distributed without cost in any quantity desired within reason, except that a charge should be made if they are to be used by commercial concerns to advertise their own private businesses.

Consideration was given by the Commission to the matter of acquiring a ten-acre tract of land described as follows: NW¼ of NW¼ of SW¼, Section 14, Township 8 South, Range 1 East, W. M., Marion County, situate near Silver Falls State Park in Marion County, on which is located a fine spring which it is proposed to develop as a water supply for the camp ground located at the South Falls in this park. The Engineer explained that at present there is no suitable water supply at this public camp ground and it would be very desirable to have a good water supply especially in view of the fact that the park is patronized by many people and the Government is spending a large sum of money to develop it; furthermore, the land and the spring are needed in order to protect the State's investment in this recreational area. After some discussion the Commission authorized the Engineer to conduct negotiations for the purchase of the ten-acre tract in question and to secure an option thereon from the owners.

The Commission considered and signed an agreement with the National Hospital Association modifying its previous agreement of December 31, 1934, covering the matter of furnishing group insurance for State Highway Department employes. The Engineer explained that this modification disposes of certain points and conditions which have developed in connection with the making of deductions from the Department's payrolls to pay the premium expense and changes the monthly amounts to be paid by the Department employes from $2 per month less the amount paid to the Industrial Accident Commission for state insurance to a flat rate of $1.75 per month.

The Commission also considered and signed an agreement with C. H. Ferris and Lillian May Ferris, his wife, and Chester C. Ferris, relative to right of way and fencing thereof on the Columbia River Highway in Sections 15 and 11, Township 3 North, Range 21 East, W. M., in Gilliam County.

There was presented to the Commission for consideration a resolution adopted by the Mt. Vernon Grange No. 659, Grant County, relative to routing the Pendleton-John Day Highway south from the mouth of Little Beech Creek to connect with the John Day Highway at Mt. Vernon rather than at John Day as is now proposed. In connection with this matter, there was presented a letter signed by eight ranchers and business men of the Mt. Vernon district urging the Commission to make further investigation of the merits of the alternate route before definitely deciding to spend any more money to construct the

present designated route from the mouth of Little Beech Creek to John Day. The Commission took no action on these communications in view of the fact that there are no funds available to construct either route and the route now in use extends to Mt. Vernon.

A letter was presented from the Bend Chamber of Commerce in which the Commission was urged to complete the reconstruction of the Pacific Highway over the Siskiyou Mountains in Jackson County before it spends any money for the reconstruction of this highway between Junction City and Eugene. The Commission ordered the communication filed in the Department's records.

A petition was presented containing 250 signatures of citizens of Bonanza and vicinity, Klamath County, in which the Commission was requested to remove the Dairy-Bonanza Highway from the primary state highway system and to designate this highway, together with the road extending north from Bonanza to a connection with the Klamath Falls-Lakeview Highway near Lorenz Mill, as a secondary highway; also requesting the surfacing and oiling of this road. The Commission denied the request, it being contrary to the Commission's policy to add new roads to the secondary highway system under present conditions and for the further reasons that there are no funds available to reconstruct the road and the Commission is without legal authority to remove from the primary state highway system any road that has been designated as a primary state highway. It was pointed out in the discussion of this matter that the secondary highway allotment to Klamath County for 1935 amounts to $17,196, whereas the 1935 maintenance requirements for 1935 are $19,785, or $2,589 in excess of the allotment; also, that to resurface and oil the road as requested would cost approximately $85,000.

The Attorney reported the result of further negotiations with the Gardiner Mill Company for the acquisition of right of way across its property at Gardiner for the north approach to the Umpqua River Bridge at this point. He stated that the company has offered to settle this matter for $13,800 provided the State will pay the cost of reconstructing its cold storage rooms, estimated at $3,200, making a total of $17,000. After full consideration of this offer, the Commission rejected it and instructed the Attorney to institute condemnation proceedings at once to acquire this right of way. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

> WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:
>
> 1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of





Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Reedsport-Gardiner Section of the Oregon Coast Highway

land and property owned by or in possession of the following parties and/or persons, to-wit:

Gardiner Mill Company

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements

2/21/35

can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

There was presented to the Commission a letter from Cornelius O'Donovan, Portland, urging the reconstruction of Fourth Avenue, Portland, as a super highway connection between Barbur Boulevard on the south and the Lower Columbia River Highway on the north, near Linnton. The Commission read the letter and ordered it filed in the Department's records.

A number of communications were presented from people residing along the Silver Creek Falls Secondary State Highway in the Silverton district renewing their request for oiling this highway to allay the dust. The Commission denied the request because of lack of funds for such purpose.

A letter was presented from the Associated Civic Clubs of Southern Utah in which the Commission was asked to endorse the movement to have the proposed Alaska-Pan-American Highway designated through Washington, Oregon, Idaho, Utah and Arizona. The Secretary was instructed to reply that in the minds of the Commissioners the American Association of State Highway Officials is the proper authority to pass upon and designate national highway routes.

The Secretary reported that as instructed at a previous meeting, he wrote to Mr. Sam Liken, Newport, for information regarding his application to remove sand from North Beach at Newport, but has received no reply to date. The Commission accepted the report and considered the matter closed.

The Engineer requested authority to purchase certain parcels of real property needed for various highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and





WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Cave Man's Bridge, Pacific Highway | | | | |
| Lewis, George W. | R/W | 3500 | sq. ft. at $0.01 per sq. ft. plus $315 | McCallister |
| Lane County, Willamette Highway | | | | |
| Williams, C. L. | Stock Pile | 0.5 | at $100 per Acre | " |
| Myrtle Point Section, Pacific Highway | | | | |
| Parker, John D. | Stock Pile | 0.38 | $50 Lump Sum 5 yr. lease | " |
| Grants Pass Section, Pacific Highway | | | | |
| Le Moss, Al. | R/W | 0.053 | at $1000 per A. plus $329 | " |
| Pendleton Section, Old Oregon Trail | | | | |
| Marple, C. E. | R/W | 29870 sq.ft. | $1000 Lump Sum | Devers |
| Curry County, Oregon Coast Highway | | | | |
| Arnold, H. F. | Stock Pile | 0.5 | $100 Lump Sum | Toole |

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:30 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, February 27, 1935

The State Highway Commission met in special session at 7:00 o'clock p. m. in Room 204, Benson Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Mr. James W. Ford, representing the Gardiner Mill Company, conferred with the Commission regarding the matter of right of way for the north approach of the Umpqua River bridge at Gardiner. He advised that he has been able to arrive at a satisfactory arrangement with the Commission's representatives with regard to several of the items involved in this transaction but there are certain items, including the moving of their cannery building, about which they cannot agree; hence, his appearance before the Commission to iron out, if possible, the controversial items. During the discussion of this matter, Chairman Scott inquired whether the Gardiner Mill Company would consider an agreement to settle out of court the items that are not of a controversial nature and to let the court decide those in the latter category. Mr. Ford stated that he discussed this matter with his attorney, Mr. Eddy, who approved an arrangement of that kind and the Gardiner Mill Company is ready to settle on that basis. He further stated that he has full authority to act for his company which will accept any agreement that he makes with the State Highway Commission at this meeting.

After a lengthy discussion covering all matters pertaining to this transaction, in which Mr. Ford recited the demands of his company and the State's viewpoint was expressed by members of the Commission, the Engineer and the Attorney, the Commission discussed the subject privately and agreed unanimously to make the following offer to the Gardiner Mill Company for the items concerning which it appears a satisfactory settlement can be reached:

| | |
|---|---|
| Payment for land (not including cannery site) approximately 5 acres at $116 per acre, based on the company's previous demand of $1,000 for a total of 8.62 acres..... | $ 580.00 |
| Extra cost to log timber on adjoining property, approximately 2,000,000 feet at $0.50 per M..... | 1,000.00 |
| Purchase of timber on right of way, lump sum..... | 500.00 |
| Total | $2,080.00 |

Chairman Scott, in behalf of the Commission, tendered this offer to Mr. Ford by whom it was accepted in behalf of the Gardiner Mill Company. It was mutually agreed that the remaining items should be disposed of by condemnation. The Attorney was instructed by the Commission to prepare an agreement covering the matter for acceptance by the parties thereto and he was also instructed by the Commission to proceed at once with condemnation





proceedings to dispose of the items of a controversial nature.

The Commission had under consideration the claim of contractor J. A. Lyons for extra compensation arising out of his contract with the Commission for the grading of the Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County, Contract No. 1664. The Engineer explained the details of the claim. After full consideration of the facts in the case, the Commission referred the matter to the Engineer to work out a settlement with Mr. Lyons. The Engineer reported on the following day that he conferred with Mr. Lyons who has agreed to accept the sum of $1,500 as settlement in full for his claim. The Commission approved this arrangement and thereupon signed an agreement with Mr. Lyons disposing of the entire matter on that basis.

The Engineer brought up for discussion the matter of permitting Parker-Schram Company, contractors for grading and paving the Swift Section of the Swift Secondary State Highway in Multnomah County (Contract No. 1661). to construct with dredged materials a portion of the fill included in this project. He stated that the specifications call for the fill to be constructed 60 feet wide at the top with 1½:1 side slopes which necessitates the use of dry materials in order to confine it within the limits of the right of way and the slope easements; also, that the contractors want to build this fill with dredged materials from the Columbia Slough, which is close by, and have arranged tentatively to subcontract that part of the work provided it meets with the approval of the State. He explained that dredged materials will provide a much better fill than dry materials because there will be practically no subsequent settlement of the grade; however, they will not stand up on a 1½:1 slope so, if such type of construction is sanctioned, arrangements will have to be made to extend the slope easements to include more of the adjacent private property. He inquired whether or not under the circumstances he should allow the contractors to construct the fill with dredged materials, and recommended that the request be granted provided the State is relieved from responsibility and liability for damage that might occur to the adjacent private property.

After some discussion the Commission approved the Engineer's recommendation by unanimous vote, subject to the condition that the cost to the State will be no more than for a dry-earth embankment and that the State is released from all responsibility and liability for damage that might occur to the adjacent private property by reason thereof. The Attorney was instructed to prepare an agreement in accordance with this decision for the contractors' acceptance.

Mr. W. N. Keeler, representing the Cascade Locks Chamber of Commerce, appeared before the Commission with regard to the reconstruction of the Columbia River Highway through Cascade Locks. He alleged that the delay of the State Highway Commission, in reconstructing the highway in conformance with its agreement with Mr. J. B. Laber, is holding up the development of their town and is driving away many people who would otherwise invest their money there. He declared that Cascade Locks is strategically located with reference to the Bonneville Dam and is the natural location for the

development of a town in this district and they cannot afford to lose these prospective investors. He informed that a delegation from Cascade Locks would appear before the Commission on the following day to present further arguments for this improvement.

The State Highway Engineer advised that it would require about $40,000 to finance the Cascade Locks improvement, but there is no money immediately available for such work unless it is transferred from some other project. He further advised that it is contemplated to include this project in the program for new federal funds, but the appropriation has not yet been made by Congress; neither have the rules and regulations governing the expenditure of these funds been received which precludes the Commission from making any definite commitments for these funds at this time. He suggested that the work be deferred until May when, no doubt, Congress will have acted on the appropriation bill and the federal money will be available for contractual purposes which would release the state money for use in matching the federal funds in accordance with the federal requirements; also, if the federal money is not available by May then, on account of the urgency of the matter, that the work be financed with state funds. He pointed out that in any event the paving work should be deferred until about June because a good job could not be secured during wet weather conditions. After some discussion the Commission deferred definite decision on this matter pending the appearance of the delegation.

W. H. Lynch, District Engineer, Bureau of Public Roads, was present and conferred with the Commission with regard to the reallocation of about $250,000 of federal aid funds which were apportioned to projects that have since been tentatively removed from the construction program, including the following:

Eugene Project

Present Pacific Highway route, pavement resurfacing of Sixth Street between Van Buren and High Streets..... .....$ 21,500

Portland Project

East Portland-Oregon City Highway route, 17th Street to Ross Island Bridge, grading, paving and construction of undercrossing..... 140,000

La Grande Undercrossing Project

Involving the reconstruction of the Wallowa Lake Highway under the main line tracks of the Union Pacific Company..... 90,000

The State Highway Engineer advised that the Bureau of Public Roads has disapproved the Eugene project because it is not on the permanently located route of the Pacific Highway in Eugene. Commissioner Washburne stated





that Sixth Street has been used as the highway route for many years and that the pavement thereon is badly broken up in places, largely due to Pacific Highway travel. He gave as his thought that if it is at all possible to secure this improvement it should be undertaken because the existing pavement is badly in need of repair and should be given a nonskid treatment to eliminate its present slippery condition which is very hazardous, especially in wet weather.

Mr. Lynch advised that federal money must be spent on designated routes through cities; however, it might be possible to secure the approval of the Sixth Street improvement in the event the State would agree to repay the Government for its expenditure if the route is subsequently changed. After some discussion the Commission decided unanimously to submit the Sixth Street improvement to the Bureau of Public Roads notwithstanding that there is a chance that it would not be approved.

The Engineer explained that the 17th Street-Ross Island Bridge project was approved contingent upon the City of Portland acquiring the right of way, but the people of Portland recently voted against a bond issue for this purpose; hence, it is necessary to cancel the improvement and reallocate the funds unless the Commission wants to spend state money for right of way. He suggested that about $80,000 of the amount available be reallocated to further the improvement of East Eighty-second Avenue, Portland. The Commission deferred its decision with regard to this transfer of funds.

Regarding the La Grande undercrossing project, the Engineer advised that the Bureau of Public Roads has indicated its approval of this project, including the side street connections as requested by the La Grande City Commission and the removal and replacement of the railroad company's wye track, provided the additional work does not increase the total cost of the project beyond its economic justification; further, that the only thing holding up this job is the matter of right of way which the O.-W. R. R. & N. Co. has indicated it will furnish if the land can be obtained at reasonable cost. He further advised that the Right of Way Department has contacted the several owners of the right of way who demand about $20,000 for their property. After some discussion the Commission instructed the Attorney to ascertain from Mr. Murray, Chief Engineer of the O.-W. R. R. & N. Co., the attitude of the railroad company with regard to the purchase of the right of way and report thereon later in the session. (The Attorney was unable to contact Mr. Murray in time to render his report at this meeting)

The Commission had under discussion the matter of completion of the Klamath Falls-Weed Highway between Klamath Falls and Midland which improvement has been held up pending the solution of the matter of financing the two railroad grade elimination structures that are involved. The Engineer pointed out that Congress has not yet acted on the President's Relief Appropriation Bill which contains provision for the financing of railroad grade separation structures with federal grant monies and if the State proceeded with the construction of these structures on its own account before the grant monies become available, then the State would have to complete them because it would then be impossible to secure federal aid. He suggested that it might be advisable to contract at once all of the grading and surfacing work

required, except the approaches to the two railroad structures and the short section of highway between them for which money is now available, and defer until later the construction of the structures provided the Bureau of Public Roads would consent to such procedure. Mr. W. H. Lynch indicated that he would approve the project as outlined by the Engineer if given definite assurance by the proper state authority that the entire project will be completed with the first monies available after Congress has acted on the appropriation bill and that the railroad and highway grades will be separated. He said that his greatest concern is to see that Government monies are not spent for a project that will lie idle for an indefinite period and that the railroad grade crossings are eliminated. After some discussion of this matter the Commission approved the Engineer's suggestion and authorized him to submit the proposition to the Bureau of Public Roads in the usual manner, after first securing from the Public Utilities Commissioner an order with regard to the grade separation matter.

The Commission considered bids received for installing a new filing system in the Highway Department offices in Salem and referred all bids to the Engineer with power to act.

The Commission also considered and approved the installation of mechanical accounting equipment, consisting of an electric card tabulator and recorder, in the Salem offices to facilitate the Highway Department accounting work and the preparation of statistical data with regard to equipment, traffic, maintenance, construction and administrative operations. The Engineer explained that this machine will make it possible to assemble a far greater amount of valuable information regarding Highway Department activities than is obtainable by the present hand-bookkeeping method which is materially more expensive than the mechanical method.

The Engineer requested authority to raise Shop Building No. 2, located at the Highway Department Shops in Salem, about two feet, and to construct a concrete foundation wall under the building; also to reshingle the roof of this building, at a total estimated cost of $1,000. The Commission approved his request by unanimous vote.

The Commission authorized the Engineer to purchase through the State Purchasing Agent the following equipment for use in connection with maintenance operations:

| | |
|---|---|
| 6 Asphalt kettles; estimated total cost | $ 3,000 |
| 15 Mowing machines; estimated total cost | 1,500 |
| 3 Underslung truck graders; estimated total cost | 1,500 |

The Engineer also requested authority to purchase 10 additional motor truck scales at an estimated total cost of $20,000 installed. In this connection he explained that according to information received from the Secretary of State, the State's revenue for last year was increased approximately $50,000 as a result of the requirement that all trucks be actually weighed before licenses are issued for them, which would indicate that the scales more than pay for themselves by the increase of revenues; furthermore, the availability





of scales makes it much simpler to enforce the traffic weight laws with the result that there are fewer violations of these laws and highway maintenance costs are reduced correspondingly. After due consideration of this matter, the Commission authorized the Engineer to purchase the additional scales through the State Purchasing Agent.

Reconsideration was given by the Commission to the matter of awarding contractors R. I. Stuart & Sons, Medford, the contracts for the construction of the Marshfield and Roseburg projects, for which these contractors submitted the low bids on December 6. The Engineer reported the receipt of a letter from the Bureau of Public Roads to the effect that R. I. Stuart & Sons are not eligible to receive the award of these contracts due to Code violations heretofore brought to the attention of the Commission. He recommended, in view of the circumstances, that the Commission confirm its original order rescinding the award of these contracts to R. I. Stuart & Sons, and order the projects readvertised. The Commission approved the Engineer's recommendation and thereupon authorized the Engineer to readvertise the jobs for bids to be received at the next regular meeting.

The Engineer reported that a recent inspection of the Sandy-Molalla Section of the Woodburn-Mt. Hood Loop Secondary Highway No. 161 discloses that it is now stable enough to withstand regular load limit traffic. He recommended the cancellation of the reduced load limit order heretofore in effect on this highway. The Commission approved the Engineer's recommendation and adopted the following resolution with regard thereto:

WHEREAS, on the thirty-first day of January, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit, among other sections of highways, on the section of the Woodburn-Mt. Hood Loop Secondary Highway extending from Sandy to Molalla in Clackamas County; and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limit set out in said resolution on the said portion of the Woodburn-Mt. Hood Loop Secondary Highway from Sandy to Molalla in Clackamas County;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the said section of the Woodburn-Mt. Hood Loop Secondary Highway extending from Sandy to Molalla in Clackamas County be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said section of the said highway hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the County Clerk of Clackamas County, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

The Engineer also reported that pursuant to instructions by the Commission, an inspection has been made of the several prospective school sites in the town of Estacada to determine whether or not any of them will interfere with the future reconstruction of the Woodburn-Mt. Hood Loop Secondary Highway, which passes through that town, and it was found that none of the sites will cause any interference with an adequate realignment of this road. He further stated that he gave this information to Mr. M. F. Johnston, principal of the Estacada High School, who accompanied him on this inspection, and that he also pointed out to Mr. Johnston the proposed route of the highway. The Commission approved the Engineer's report.

There was brought to the attention of the Commission a communication from the Grants Pass Chamber of Commerce with regard to the erection of a portal or archway across the right of way of the Pacific Highway at its north entrance into the City of Grants Pass, the exact location being just inside of the city limits. It appeared that the Chamber of Commerce intended to erect this archway across the highway without consulting the State Highway Commission, except as to the design of the structure, but before passing on the design the Engineer thought it best to ascertain the attitude of the Commission with regard thereto. The Engineer pointed out that the Commission has an established policy which prohibits the construction of archways over highways outside of incorporated cities or towns, and if the Grants Pass Chamber of Commerce had requested the privilege of erecting its archway outside of their city limits, there is no question but what the request would have been denied; however, inasmuch as it proposes to build this arch inside the city limits, there is a question whether or not the Commission has jurisdiction and the authority to prohibit the installation. He advised that from past experiences it has been found that these archways are not only a traffic hazard but also interfere with the proper maintenance and reconstruction of the highway and should not be permitted. The Attorney advised that the State Highway Commission has no jurisdiction over such matters within the boundaries of incorporated cities or towns; therefore, the Grants Pass Chamber of Commerce would be perfectly within its rights to proceed with its proposed plan. After some discussion, and in view of the reports of the Engineer and the Attorney on the matter, the Commission instructed the Secretary to write the Grants Pass Chamber of Commerce outlining the Commission's policy with regard to the construction of archways on highway rights of way and to state that while the Commission does not have jurisdiction over such matters within city limits, the Commission would prefer that this archway be not constructed on the highway because the Commission feels that it is not to the best interests of the traveling public, and for the further reason that it will, undoubtedly, interfere with future maintenance and reconstruction of this road.

Reconsideration was given by the Commission to the communication of J. Dempsey Boyer, Monument, requesting improvements to the Kimberly-Monument Secondary State Highway in Grant County. The request was again denied by the Commission because there are no funds available to finance the proposed improvement.

A communication was presented from the NePage McKenny Company,





electrical engineers and contractors, Portland, regarding the furnishing of compensation liability insurance in connection with the electrical work on the Coast Highway bridges. They inquired whether or not the Commission would permit them to place their insurance in a private insurance company, rather than with the State Industrial Accident Commission as is required by the Commission's contract specifications, inasmuch as the Accident Commission refuses to assume this insurance coverage unless the company will accept the provisions of the Oregon Workmen's Compensation Act in connection with their other operations throughout the state.

The Engineer stated that the specifications provide that all contractors and subcontractors on state highway work shall accept the provisions of the Oregon Workmen's Compensation Act; that he notified the NePage McKenny Company to comply with the specifications in this regard but they were unable to secure state coverage unless they cancelled all of the private insurance that they carried on their other work throughout the state and placed that also with the State Accident Commission. He gave as his opinion, which was verified by the Attorney, that the Commission should not insist upon the company cancelling their private insurance already obtained on their other work and recommended, in view of the circumstances, that these contractors be relieved of their obligation to place their insurance with the State Industrial Accident Commission and that they be permitted to carry private compensation insurance in connection with the electrical work on the Coast Highway bridges. The Commission approved his recommendation by unanimous vote.

The Engineer requested instructions with regard to furnishing towing service for trucks and automobiles which may become stalled on the Mt. Hood and Wapinitia Highways on account of snow. He stated that it has been the practice for some time past for the maintenance forces stationed in this vicinity to assist automobiles and trucks that have been stalled on these highways and recently, when the crew was rendering such assistance, an accident occurred which resulted in the death of the driver of a stalled truck. He further stated that he wished to avoid a recurrence of this kind but believed it is necessary to render a certain amount of assistance because these highways are in an isolated district with no commercial service in proximity. After some discussion of this matter, the Commission instructed the Engineer to render assistance to trucks in cases of emergency only or when the stalled truck creates a hazard to other traffic and to give no assistance when a truck is stalled off the traveled portion of the roadway.

Consideration was given by the Commission to the complaint from Mrs. F. G. Cowing, Corbett, proprietress of Wayfarers Inn, that her property is being damaged and she is threatened with loss by reason of the crumbling away of the highway cut slope in front of her place, about one fourth mile east of Corbett. The Engineer stated that investigation was made of this matter and it was found that the top of the highway cut has crumbled away a little during the past twenty years but has caused no serious damage to Mrs. Cowing's property and indications are that the slope is now stable and very little, if any, additional crumbling will occur. He gave as his thought that Mrs. Cowing really wants a retaining wall in front of her

property. He recommended against such construction and suggested, if the Commission desires to do anything at all for Mrs. Cowing, the widening of the right of way about ten feet so as to permit the rounding off of the top of the cut slope, provided the land can be purchased for a reasonable sum. The Commission approved the Engineer's report and in view thereof declined to make any improvement to the highway at this time.

A letter was presented from the City of Huntington pointing out that the highway cut slope, just east of the post office in their town, is crumbling away, seriously undermining their concrete sidewalk at that point, and stating that if something is not done to prevent further disintegration, the result will be the destruction of their sidewalk and the creation of a hazard to pedestrians. The Engineer reported that this matter was investigated and conditions were found to be as stated by the City. He advised that this condition can be remedied by moving the sidewalk about ten or fifteen feet back from the brink of the slope, and recommended an expenditure for such purpose and for rounding off the top of the slope, provided the City will acquire the extra right of way required. He estimated the cost to the State at not more than $150. The Commission approved the Engineer's recommendation by unanimous vote and authorized him to proceed in conformance therewith.

The Commission had under discussion the resolution from the Clackamas Community Club, Clackamas, opposing the reconstruction of what is known as the Eighty-second Street Road on new alignment from a point known as Pope Hill to Parkplace. The Secretary was instructed to inform the members of the club that the Commission has no plans for the construction of this proposed improvement in the near future.

A letter was presented from Mrs. Zilpha E. Patchen, Secretary of the Drain Planning Commission, inquiring as to the plans of the Commission for the rerouting of the Pacific Highway through the town of Drain so they can arrange to beautify their City in conformance therewith. The Engineer advised that several new routes through this town have been considered but none has been definitely selected and cannot be selected until a public hearing has been held as required by law; further, that there is no necessity of a hearing in the near future because there are no funds available at present to finance the improvement. The Commission instructed the Secretary to so inform Mrs. Patchen.

The Commission had under discussion the communication from Ira C. Yocom, Sheridan, who requests that the new bridge now under construction across the Yamhill River on the Dallas-Coast Secondary Highway in Polk County, at its junction with the McMinnville-Tillamook Highway, be named "Yocom Bridge" in honor of his grandfather who, he states, was a pioneer of that district and owned the land at the bridge site. The Commission ordered that this matter be referred to Mr. Lewis A. McArthur, Secretary of the Oregon Geographic Board, and to the Willamina Chamber of Commerce for recommendations.

A letter was presented from the Taft-Nelscott Chamber of Commerce





urging an allocation of funds to surface the unsurfaced portion of the Siletz River Secondary State Highway. The Secretary was instructed to reply that the Commission has no funds with which to finance this improvement at the present time, but will bear the project in mind for future consideration.

A letter was presented from L. M. Brandenburg, directed to Governor Martin, objecting to the expenditure of monies for the construction of super highways and suggesting that such money be expended for the construction of roads into districts that are inadequately served. The Commission ordered this communication filed in the Department records.

The Commission signed agreements, as follows, for the maintenance of certain road construction projects that are being financed with federal funds:

Agreement with the City of Dallas providing for the maintenance by the City of the Salem-Dallas Municipal Highway from the north end of the bridge over Rickreall Creek to a point approximately 350 feet east of the intersection of the Salem-Dallas Highway and Secondary Highway No. 192, being Project No. NRS 249, 1935.

Agreement with City of Baker providing for maintenance by the City of the Old Oregon Trail from the intersection of Tenth and Broadway Streets to the intersection of Broadway and Main Streets and from the intersection of Main and Bridge Streets to the north end of the bridge over Powder River on Bridge Street, being Project No. NRM 154-E, 1935.

Agreement with City of Dalles City providing for the maintenance by the City of the Columbia River Highway from the west city limits of Dalles City to a point on Second Street 224 feet east of the intersection of Second and Lincoln Streets, being Project No. NRM 36-C, 1935.

Agreement with City of Dalles City providing for the maintenance by the City of a bridge to be constructed over Mill Creek on the Columbia River Highway on the revised alignment of this highway in the western part of this City, being Project No. NRM 36-C, 1935.

Agreement with City of Pendleton providing for the maintenance by the City of the bridge to be constructed over the Umatilla River on the Old Oregon Trail in the City of Pendleton, being Project No. NRM 38-C, 1935.

Agreement with City of Astoria providing for the maintenance by the City of the Oregon Coast Highway from the intersection of Florence and Taylor Avenues to the intersection of Erie and Taylor Avenues, being Project No. NRM 194-B, 1935.

Agreement with the City of Newberg providing for the maintenance

by the City of the West Side Pacific Highway from the east line of Harrison Street to the west city limits of Newberg, being Project No. NRM 52-B, 1935.

Agreement with the County Court of Marion County providing for the maintenance by the County of South Twelfth Street Market Road from the south city limits of Salem to a connection with the Pacific Highway, being Project No. NRS 243, 1935.

There was presented to the Commission for acceptance a deed from Lela G. Simpson and L. J. Simpson, Shoreacres, Coos County, conveying to the State of Oregon, by and through its State Highway Commission, for park purposes, the following described parcel of land:

Beginning at a point where the easterly boundary of Cape Arago Secondary State Highway crosses the south section line of Section 18 in Lot 1 of said Section; thence in a northerly direction along the easterly boundary of said highway a distance of 860 feet; thence west to the high water line of the Pacific Ocean in said Lot 1 of said Section 18; thence following along said high water line to the south line of said Section 18; thence east along the south line of said Section 18 to the point of beginning, all being in Lot 1, Section 18, Township 26 South, Range 14 West, W. M., in Coos County.

The Engineer explained that this tract joins the present Cape Arago State Park and will make a fine addition to this park; further that Mr. and Mrs. Simpson are conveying the property to the State without cost, except that they have requested that certain things be done in the area, in token of the gift, which things are now being done under the direction of the Parks Engineer with labor from the CCC camp established in that park. He recommended that the deed be accepted. The Commission by unanimous vote approved the Engineer's recommendation and instructed the Secretary to write an appropriate letter to Mr. and Mrs. Simpson acknowledging and accepting the gift.

The Commission signed a Bargain and Sale Deed conveying to Clarence Bateman, Toledo, Lot 6, Block 8, Graham's Fourth Addition to Toledo which, the Engineer explained, is being conveyed to Mr. Bateman in exchange for other property owned by Mr. Bateman which the State needs as right of way for the improvement of the Corvallis-Newport Highway in Toledo; no other consideration being involved.

The Commission by unanimous vote, upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne, adopted the following resolution amending its previous resolution authorizing the condemnation of the Frank H. Hilton property in Pendleton, which is needed for right of way and for other purposes in connection with the improvement of the Old Oregon Trail in Pendleton:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve,





and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to acquire land from which to procure materials for road construction and maintenance purposes, and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby; and

WHEREAS, heretofore this Commission by resolution duly and regularly adopted authorized the acquisition by purchase and agreement or by condemnation, if necessary, of a certain tract of land, the ownership of which is claimed by Frank H. Hilton and others, but this Commission at the time of the adoption of said resolution inadvertently failed to authorize the acquisition of an additional tract or parcel of land owned by the same persons and required by the State for the purpose of procuring therefrom materials with which to construct the hereinafter mentioned highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes and for the purpose of procuring road-building materials therefrom for use in connection with the permanent location, construction, improvement and maintenance of the following section of the state highway system of the State of Oregon, to-wit:

State Hospital-Ash Street Unit, Pendleton Section of the Old Oregon Trail

land and property owned by or in possession of the following parties and/or persons, to wit:

Frank H. Hilton and Gladys M. Hilton, and other parties interested in the same land,

which said properties are specifically described in the records of the Commission, to which records reference is hereby made, but which properties are for the purpose of this resolution described generally as Parcel No. 1 and Parcel No. 2, and are owned by the above-named persons as their respective interests may appear, and this Commission does hereby declare further that the said Parcel No. 1 is necessary, is needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety;

2/27/35

and the Commission does hereby declare that the acquisition of the parcel of land designated as Parcel No. 2 is necessary and its acquisition will be of advantage to the State of Oregon for the purpose of procuring therefrom materials with which to construct the said highway.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel of land required for right of way purposes and the parcel of land required for the procuring of roadbuilding materials therefrom and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of deeds or other instruments necessary to complete the acquisition of the said properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said Parcel No. 1, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the land defined therein is hereby declared to be and the same is included within the rights of way of the said portion of the said state highway system and hereby is declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion of the state highway system; and the boundaries of the said Parcel No. 2, as determined by said survey are hereby declared to be the boundaries of the parcel of land from which it is desired to take and appropriate materials for roadbuilding purposes and said parcel of land hereby is declared to be necessary and the acquisition of the same advantageous to the State for the purpose herein set out.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcels of land with respect to 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, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer requested authority to acquire certain parcels of real





property needed for various highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| <u>St. Joseph Undercrossing, West Side Pacific Highway</u> | | | | |
| Apperson, E. C. & Fenton, F. W. | R/W | 0.86 | at $150 per A. plus $55 | Benson |
| <u>The Dalles Section, Columbia River Highway</u> | | | | |
| Klindt, Walter | Gravel Site | 0.985 | at 4 cents per cu. yd. 10,000 cu. yds. 2 year lease | Bentley |
| <u>Umatilla County, Old Oregon Trail</u> | | | | |
| Perigo, James E. | Stock Pile | 0.27 | $10 Lump Sum | Williams |

The Commission had under consideration the request of contractor C. J. Montag for an extension of time of forty days to March 12, 1935 in which to complete his contract with the Commission for the construction of the overcrossing of the West Side Pacific Highway over the tracks of the Oregon Electric railroad in Multnomah County, Contract No. 1662, giving as his reason

for such request that severe weather conditions prohibited the completion of the project within the specified time limit. The Engineer advised that the reason given by the contractor for the delay is correct, weather conditions during November and December being extremely bad. He further advised that the structure is being built on the section of road which is not yet open to traffic; therefore, the traveling public has not been inconvenienced by not having had the use of the structure; also that the State has not incurred any extra expense for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission set March 28 and April 11 as the dates for its next two regular meetings for receiving bids on highway construction projects and instructed the Secretary to arrange to hold these meetings in the auditorium of the Public Service Building, Portland.

Portland, Oregon, February 28, 1935

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids for highway construction projects, purchase of a used ferry boat hull, and furnishing of nursery stock were opened and read in conformance with previously published notice, as follows:

OLD OREGON TRAIL
TENTH STREET-POWDER RIVER UNIT, BAKER SECTION
PAVEMENT RESURFACING

| | |
|---|---|
| The United Contracting Co. | $ 22,191.50 |
| Kern & Kibbe | 22,911.75 |
| Northwest Roads Co., Inc. | 25,292.50 |

OLD OREGON TRAIL
NORTH POWDER-HAINES ROCK PRODUCTION PROJECT

| | |
|---|---|
| Quinn-Robbins Co., Inc. | 12,750.00 |
| Arthur A. Hardesty | 14,537.50 |
| Brent Sturgill Co., Inc. | 15,000.00 |
| A. S. Wallace | 15,000.00 |

CASCADE SECONDARY HIGHWAY
BRIDGE OVER MILK CREEK

| | With Traffic Maintenance | Without Traffic Maintenance |
|---|---|---|
| Averill & Philpott | $ 20,202.30 | $18,702.30 |

FEB 27 1935



| | With Traffic Maintenance | Without Traffic Maintenance |
|---|---|---|
| J. F. Johnston | $ 20,433.00 | $ 18,933.00 |
| C. J. Montag & Sons | 23,508.00 | 22,008.00 |
| The United Contracting Co. | 24,971.70 | 21,471.70 |

OREGON COAST HIGHWAY
FLORENCE AVENUE-ERIE AVENUE UNIT, ASTORIA SECTION
GRADING, PAVING, AND RESURFACING

| | |
|---|---|
| Edlefsen-Weygandt Co. | 29,680.00 |
| Geo. F. Anderson Co. | 31,644.50 |
| Northwest Roads Co. | 34,672.50 |
| The United Contracting Co. | 35,760.00 |

PACIFIC HIGHWAY
GOLD HILL SECTION - GRADING AND PAVING

| | |
|---|---|
| Mountain States Construction Co. | 21,386.00 |
| The United Contracting Co. | 22,226.90 |
| Jacobsen-Jensen Co. | 22,336.90 |
| R. I. Stuart & Sons | 22,477.50 |
| Northwest Roads Co. | 22,822.00 |

TERRITORIAL SECONDARY HIGHWAY
ELMIRA SECTION - RESURFACING AND OILING

| | Using Road Oil | Using Tar |
|---|---|---|
| Northwest Roads. Co. | $ 20,539.00 | $ 20,369.00 |
| Babler Bros. | 21,520.00 | 21,600.00 |
| J. C. Compton | 22,900.00 | 22,696.00 |

PACIFIC HIGHWAY
FIFTEENTH STREET-SIXTH STREET UNIT, JUNCTION CITY SECTION
PAVEMENT WIDENING

| | |
|---|---|
| Edlefsen-Weygandt Co. | 22,775.00 |
| Northwest Roads. Co. | 23,452.50 |
| Mountain States Construction Co. | 23,987.00 |
| Parker-Schram Co. | 26,037.00 |
| The United Contracting Co. | 27,041.00 |
| Jacobsen-Jensen Co. | 27,065.60 |

MORNINGSIDE SECONDARY HIGHWAY
SALEM-PRINGLE CREEK SECTION
RESURFACING AND BITUMINOUS MACADAM

| | |
|---|---|
| J. C. Compton | 33,609.00 |
| Saxton & Looney | 36,407.00 |

FEB 28 1935

2/28/35

Salem-Pringle Creek Section - Continued

| | |
|---|---|
| Oregon Contracting Co. | $ 36,969.00 |
| Northwest Roads Co. | 38,325.00 |
| Babler Bros. | 39,050.00 |
| Harold Blake | 44,687.50 |

SALEM-DALLAS HIGHWAY
RICKREALL CREEK-COAST JUNCTION UNIT, DALLAS SECTION
GRADING, SURFACING AND BITUMINOUS MACADAM

| | |
|---|---|
| Oregon Contracting Co. | 9,190.00 |
| J. C. Compton | 10,251.00 |
| Babler Bros. | 11,180.00 |

OREGON COAST HIGHWAY
NECARNEY CREEK SECTION - GRADING

| | |
|---|---|
| Chas. H. Leonard | 27,504.50 |
| Schmitt Construction Co. | 28,676.00 |
| Coos Bay Construction Co. | 29,242.00 |
| Brent Sturgill Co., Inc. | 29,594.20 |
| Edlefsen-Weygandt Co. | 31,364.50 |
| Joplin & Eldon | 32,426.00 |
| F. C. Dillard | 32,700.50 |
| Johnston, Hanson & Johnston | 35,400.00 |
| Geo. F. Anderson Co. | 37,540.00 |
| The United Contracting Co. | 43,104.50 |
| A. C. Greenwood Co., Inc. | 44,490.00 |
| Parker-Schram Co. | 48,074.00 |

OLD OREGON TRAIL
BRIDGE OVER UMATILLA RIVER

| | |
|---|---|
| C. J. Montag & Sons | 42,080.00 |
| Hoffman Construction Co. | 43,072.00 |
| Kuckenberg-Wittman Co., Inc. | 46,540.00 |
| S. G. Morin | 46,970.00 |
| Tom Lillebo | 48,340.00 |
| Geo. F. Price | 49,080.00 |
| Northwest Roads Co. | 52,080.00 |
| Clifton & Applegate | 52,860.00 |

COLUMBIA RIVER HIGHWAY
BRIDGE OVER MILL CREEK

| | |
|---|---|
| Kern & Kibbe | 9,563.00 * |
| Sig Ash | 10,750.00 |
| Averill & Philpott | 10,856.00 |
| The United Contracting Co. | 10,987.00 * |
| W. W. McFarland | 11,366.00 |





Bridge over Mill Creek - Continued

| | |
|---|---|
| Joplin & Eldon | $ 12,322.00 |

* Will not accept the bridge without the grading project

COLUMBIA RIVER HIGHWAY
WEST ENTRANCE OF THE DALLES SECTION
GRADING, SURFACING AND BITUMINOUS MACADAM

| | |
|---|---|
| Edlefsen-Weygandt Co. | 61,458.40 |
| Kern & Kibbe | 64,788.90 |
| The United Contracting Co. | 64,866.90 |
| Parker-Schram Co. | 72,463.00 |
| Joplin & Eldon | 85,267.00 |
| A. C. Greenwood Co., Inc. | 89,733.00 |

WEST SIDE PACIFIC HIGHWAY
TWO CULVERTS OVER CEDAR CREEK

| | |
|---|---|
| J. F. Johnston | 4,464.00 |
| Louis Johnson | 4,770.00 |
| Sig Ash | 4,964.40 |
| Parker-Schram Co. | 5,030.60 |
| Fred Ovesen | 5,274.00 |
| W. W. McFarland | 5,803.84 |
| Harold Blake | 6,350.00 |

WEST SIDE PACIFIC HIGHWAY
PILE TRESTLE OVER CHEHALEM CREEK

| | |
|---|---|
| C. J. Montag & Sons | 43,640.25 |
| Hoffman Construction Co. | 44,060.00 |
| Shattuck & Neland | 44,444.50 |
| Tom Lillebo | 44,695.00 |
| Portland Bridge Co. | 45,775.00 |
| Harold Blake | 46,806.25 |
| Mountain States Construction Co. | 47,415.00 |
| Northwest Roads Company | 47,771.25 |
| Parker-Schram Co. | 50,727.00 |
| Oregon Contracting Co. | 52,425.00 |
| Guthrie-McDougall Co. | 53,651.00 |

WEST SIDE PACIFIC HIGHWAY
NEWBERG-CHEHALEM CREEK SECTION - GRADING AND PAVING

| | |
|---|---|
| Edlefsen-Weygandt Co. | 31,465.75 |
| Joplin & Eldon | 34,675.50 |
| Parker-Schram Co. | 35,197.10 |
| Harold Blake | 37,985.20 |
| E. C. Hall | 38,557.00 |

2/28/35

SALE OF FERRYBOAT HULL AT WILSONVILLE

G. E. Tauchmann $ 60.00

EAST PORTLAND-OREGON CITY HIGHWAY
PORTLAND-MILWAUKIE LANDSCAPING PROJECT

Bid of Doty & Doerner

| Item No. | Item | Quantity Required | Quantity Bid | Unit Price Bid |
|---|---|---|---|---|
| 3 | Chamaecyparis lawsoniana | 4 | 4 | $ 1.50 |
| 4 | Cornus nuttali | 16 | 16 | .45 |
| 7 | Salix vitellina | 17 | 17 | .75 |
| 8 | Sequoia gigantea | 58 | 30 | 6.50 |
| 9 | Sequoia gigantea | 67 | 50 | 5.50 |
| 11 | Querqus rubra | 200 | 200 | 1.25 |
| 12 | Caragna arborescens | 24 | 24 | .75 |
| 13 | Cotoneaster francheti | 14 | 14 | .50 |
| 14 | Cotoneaster horizontalis | 111 | 111 | .45 |
| 15 | Forythia intermedia spectabilis | 21 | 21 | .30 |
| 16 | Sambucus canadensis | 26 | 26 | .80 |
| 17 | Sorbaria aitchisoni | 50 | 50* | .50 |
| 19 | Syringa vulgaris | 24 | 24 | .50 |
| 20 | Ampelopsis quinquefolia englemanni | 8 | 8 | .50 |
| 21 | Euonymus radicans vegetus | 16 | 16 | .60 |
| 22 | Hypericum calycinum | 430 | 15 | .15 |
| 23 | Lonicera japonica halliana | 251 | 251 | .25 |
| | Woods-grown Stock | | | |
| 18 | Spirea Douglasi | 15 | 15 | .30 |
| | Bid of Russelville Nurseries, Inc. | | | |
| 3 | Chamaecyparis lawsoniana | 4 | 4 | 1.90 |
| 5 | Malus ioensis plena | 12 | 12 | .60 |
| 8 | Sequoia gigantea | 58 | 20 | 3.00 |
| 9 | Sequoia gigantea | 67 | 40 | 2.90 |
| 10 | Sorbus aucuparia | 8 | 8 | .75 |
| 11 | Querqus rubra | 200 | 100 | .60 |
| 13 | Cotoneaster francheti | 14 | 14 | .75 |
| 14 | Cotoneaster horizontalis | 111 | 111 | .60 |
| 20 | Ampelopsis quinquefolia englemanni | 8 | 8 | .40 |
| 21 | Euonymus radicans vegetus | 16 | 16 | .50 |
| 22 | Hypericum calycinum | 430 | 251* | .05 |
| 23 | Lonicera japonica halliana | 251 | 251 | .40 |

* Stock on which bid is submitted - not as specified

FEB 28 1935



Bid of Russellville Nurseries, Inc. - Continued

| Item No. | Item | Quantity Required | Quantity Bid | Unit Price Bid |
|---|---|---|---|---|
| | Woods-grown Stock | | | |
| 4 | Cornus Nutalli | 16 | 16 | .75 |
| | Bid of A. McGill & Son | | | |
| 2 | Acer saccharum | 181 | 100 | 1.25 |
| 5 | Malus ioensis plena | 12 | 12 | .59 |
| | Bid of Portland Rose Nursery, Inc. | | | |
| 2 | Acer saccharum | 181 | 100 | 1.25 |
| 3 | Chamaecyparis lawsoniana | 4 | 4 | 3.00 |
| 4 | Cornus nuttalli | 16 | 16 | 1.25 |
| 8 | Sequoia gigantea | 58 | 30 | 6.50 |
| 9 | Sequoia gigantea | 67 | 67 | 5.50 |
| 10 | Sorbus aucuparia | 8 | 8 | .55 |
| 13 | Cotoneaster francheti | 14 | 14 | .50 |
| 14 | Cotoneaster horizontalis | 111 | 111 | .45 |
| 24 | Pachysandra terminalis | 260 | 260 | .15 |

The Commission declared the following bids out of order because the contractors had not signed the bond furnished in connection therewith and instructed the Secretary to return them to the respective bidders:

Eugene Sand & Gravel Company for the construction of the Elmira Section of the Territorial Secondary Highway in Lane County;

J. F. Johnston for the construction of a composite pile trestle over Chehalem Creek on the West Side Pacific Highway at Newberg in Yamhill County.

The bids of Portland Wholesale Company and Milton Nursery Company for furnishing nursery stock for roadside planting were also declared to be out of order by the Commission because the bidders had not furnished certified checks with their bids as specified in the proposal form. The Secretary was instructed to return these bids and the deposits accompanying each.

Chairman Scott announced that the award of contracts would be made at 4:00 o'clock p. m. in the same room.

A delegation from Cascade Locks appeared before the Commission regarding the reconstruction of the Columbia River Highway throughout their town. The delegation included J. B. Laber, Portland; W. N. Keeler, R. C. Morris, E. Erickson, J. H. Travis, W. J. Carlson and Dr. F. Folsom, all of Cascade Locks. Mr. Keeler was spokesman for the group. He read a petition signed by 46

FEB 28 1935

2/21/35

residents of Cascade Locks urging the Commission to complete the Cascade Locks improvement immediately and to include in such improvement the widening of the highway to full 80-foot width from the Bridge of Gods easterly through their business district to a point east of the Craigmont Hotel. He filed the petition with the Commission and in support thereof repeated oral arguments presented by him at the Commission's meeting held on the previous evening. After considerable discussion Chairman Scott concluded the hearing by stating that the Commission would announce its decision later in the session.

The Commission reconsidered this matter later and decided to proceed with this improvement as quickly as possible. The matter was referred to the Engineer to work up the plans and specifications for the project and advertise for bids to be received at the meeting scheduled for March 28. It was left to the discretion of the Engineer whether or not the project should include any more than the grading work. This information was conveyed to the delegation when it reappeared before the Commission at 4:30 o'clock p. m.

The County Court of Tillamook County, consisting of County Judge H. H. Rosenberg and Commissioners E. H. Lindsey and E. J. Anderson, came before the Commission in the interests of the Little Nestucca Secondary Highway. They gave as their understanding that there remains unexpended and unobligated of Tillamook County's share of secondary highway funds for 1934 and 1935 the sum of approximately $3,600 and requested that this money be spent for grading the Little Nestucca Secondary Highway from its connection with the McMinnville-Tillamook Highway at Dolph westerly as far as the funds will go. The Engineer pointed out that the County has just completed a grading contract for the State at the westerly end of this road and gave as his opinion that the proper thing to do would be to spend the available money for surfacing the new grade rather than for additional grading work. He recommended such disposition of the funds and suggested that run-of-bank surfacing materials would provide a satisfactory wearing surface for the time being. After some discussion the County Court approved the Engineer's suggestion, whereupon the Commission authorized the Engineer to issue a call for bids for the surfacing work as soon as the plans and specifications can be prepared.

There appeared before the Commission at this time a delegation from Southern Oregon which requested the Commission to endorse the movement to secure a $10,000,000 federal grant appropriation to be used for the modernization of the Pacific Highway south from Salem to the California state line. The delegation consisted of the following members: A. C. Marsters, W. C. Harding, B. S. Nichols, County Commissioner, and Morris Bowker, all of Roseburg; Paul B. Rynning, County Engineer, Jackson County, Medford; T. S. Wiley, Mayor, and Frank Van Dyke, Ashland, and C. H. Demaray, President of Grants Pass Chamber of Commerce. Mr. Demaray was principal spokesman for the group. He stated that they are opposed to the removal of tolls from the Oregon Coast Highway bridges, as has been proposed to the Legislature, because it would set back for a long time the rehabilitation in their district; also, that it is their belief that inasmuch as the Pacific Highway is the main artery of





travel in the State, carrying more traffic than any other road, there is some merit to the thought that if and when representatives of the State Highway Commission go to Washington, D. C., in behalf of the proposal to secure federal grant monies for the reconstruction of the Columbia River Highway between Troutdale and Bonneville, the Government be asked also to appropriate funds to modernize the Pacific Highway, there being no state funds available for such purpose. He gave as their thought that the Government might be interested in this project from a military defense standpoint; also, that the people of Southern Oregon are entitled to the improvement of this highway.

After some discussion the Commission suggested that the delegation take its problem to Governor Martin and the State Legislature. The delegation signified its intention to do this.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the auditorium of the Public Service Building with all members, the State Highway Engineer, the Attorney, and the Secretary present.

A delegation was present from Rainier regarding the matter of right of way for the proposed improvement of the Lower Columbia River Highway in their town. It consisted of the following members, which represented the Rainier Commercial Club: W. E. Proctor, President, W. A. Wood, banker, and E. E. Rosebraugh, insurance man. They stated that the City of Rainier has been asked to obtain an 80-foot right of way for the proposed improvement to eliminate the sharp curvature in the present highway in the eastern part of their city and the City would be willing to comply with the Commission's demands in this regard, but they anticipate considerable difficulty in securing an 80-ft. right of way across the property of one Mr. Tucker which is located about two blocks from the western end of the proposed improvement; wherefore, they would like the Commission to modify or alter its plans to require only a 60-ft. right of way for these two blocks which would eliminate possible difficulties with Mr. Tucker and heavy expense which the City cannot meet. They pointed out that the city street which connects with the proposed highway improvement is only 60 feet wide and gave as their thought that it would be satisfactory to continue this width past the Tucker property and to obtain an 80-foot right of way from that point on. They explained that Mr. Tucker's property is quite steep and that his dwelling occupies the only level spot thereon and if the Commission insists on an 80-foot right of way at this point it will place the highway too close to Mr. Tucker's house and would necessitate the purchase of all of Mr. Tucker's property. They suggested as an alternate proposition the construction of a retaining wall in front of Mr. Tucker's property which might eliminate the necessity for an 80-foot right of way and the moving of his building which he has just remodeled. After some discussion of this matter, the Engineer indicated that a 60-foot right of way would be satisfactory for the two blocks in question, provided the City would obtain slope easements outside of the right of way limits or would pay the cost of a retaining wall in front of Mr. Tucker's property in the event that method of construction is decided upon. This solution of the problem appeared to be satisfactory to the delegation and

the Commission. The delegation said that they would convey the proposition to the city officials and would report later as to their reaction.

Mr. Jack Almeter, City Councilman, Chiloquin, appeared before the Commission regarding several road matters in Klamath County. He spoke first about the reconstruction of The Dalles-California Highway from Modoc Point northerly through the towns of Chiloquin and Kirk to a connection with the present highway near Beaver Marsh following in the general direction of the Southern Pacific railway. He pointed out that this route is several miles shorter than the present route of The Dalles-California Highway and is through a district where the snow conditions will affect the highway much less than on the present route. He was informed by the Commission that it has had this matter under consideration for some time but has made no definite decision with regard thereto because there are no funds to undertake such improvement in the near future. Mr. Almeter advised that the County Court of Klamath County proposes to undertake as an SERA project the construction of a section of this proposed route south from Chiloquin, about five miles, to serve about twenty farmers living in that district who now have no road into Chiloquin, and that the County would like to have a survey of this unit to enable construction on the proper alignment so that it can be utilized later when the Commission undertakes a major highway improvement at this place.

The Engineer advised that the Commission instructed the Engineer to ascertain the limits of the County's proposed construction and to furnish the County Court with maps and photostatic copies of the field notes of the survey covering that section.

Mr. Almeter then asked the Commission to designate and improve as a secondary state highway the Sprague River County Road extending from Chiloquin up the Sprague River to a connection with the Klamath Falls-Lakeview Highway at Beatty. He was informed that inasmuch as this road is not at present on either the primary or secondary highway system, the Commission is without authority to expend state funds for its improvement; furthermore, it is contrary to the policy of the Commission to place any more roads on the secondary highway system while there remain so many miles of unconstructed roads on that system. It was suggested to Mr. Almeter that he make inquiry of the Klamath Indian Reservation Agent to ascertain whether it would be possible to obtain federal funds, appropriated for the improvement of roads in Indian Reservations, to finance this work.

Mr. Almeter next asked for a survey of the Klamath Lake Secondary Highway. He explained that the Klamath County Court proposes to do some clearing work on this highway as an SERA project and wants to be sure that the work is done on the proper alignment. He was informed that the Commission authorized the survey of a two- or three-mile section of this road at the last meeting and that the work is now under way.

A delegation from Oregon City came before the Commission regarding the routing of the East Portland-Oregon City Highway through their city. The delegation was composed of two factions; one, consisting of Carl G.





Green, Carl Kirchem and Chas. Dicer, endorsed what is known as the Hill route, and the other, consisting of Roy Baker, W. J. Croner and T. J. Colley, advocated what is known as the Canyon road. Both factions spoke against the adoption of the Water Street route heretofore proposed by the business men of Oregon City. Mr. Green acted as spokesman for both factions.

After considerable discussion as to the merits of the alternate routes under consideration, Chairman Scott advised that the Commission has not yet definitely selected a route for the Pacific Highway through Oregon City and cannot do so until the right of way problem has been solved. He pointed out that had it not been for the right of way matter, the job would now be completed and the highway in use because the Commission had the money appropriated for it at one time but was forced to abandon the project temporarily because the City would not purchase the right of way.

Mr. Green declared that most people of Oregon City want this highway built upon the hill. He offered to secure an expression from the property owners of the City with regard thereto. The Commission indicated that it would like to have such an expression.

A delegation from Mt. Angel, consisting of Dr. E. F.Schierbaum, Alois Keber, banker, E. B. Stolle, newspaper editor, P. N. Smith, Fred Schwab and Burt Jones, appeared before the Commission and requested improvements to the Hillsboro-Woodburn Secondary State Highway No. 140 between Woodburn and Mt. Angel. Dr. Schierbaum was spokesman for the group. He stated that this road is the only outlet for the Mt. Angel district; that it is narrow and contains many sharp curves; that it was constructed as a county market road many years ago of black slick-top pavement with a very pronounced crown and that it is very dangerous to travel especially during the winter months. He asked the Commission to straighten out the turns, widen the road and construct a nonskid wearing surface and to paint a white stripe along the center for the guidance of traffic. He also asked the Commission to construct a new bridge over the Pudding River to replace the present structure which, he declared, has outlived its usefulness and is a hazard to traffic.

The Commission informed the delegation that it plans to paint a traffic stripe on this road during the coming season, but there are no funds available to finance the other improvements. It was pointed out that Marion County's allotment of secondary highway funds amounts to approximately $23,000, whereas there is needed to maintain the secondary highways in this County this year the sum of $35,000; in other words, the State is paying for secondary highway needs in Marion County during 1935 approximately $12,000 over and above the County's share of the secondary highway fund apportionment, which leaves no money whatever for construction or for betterment purposes. The Engineer estimated that it would cost approximately $35,000 to make the improvements requested by the delegation exclusive of any bridge work. It was suggested to the delegation that it take its problem to the Marion County Court which receives annually from the State highway revenues approximately $109,000 which the County has authority to expend on secondary state highways if it so desires.

2/25/35

At 4:00 o'clock p. m. Chairman Scott announced the following awards of contracts for which bids were received in the morning session, the Commission having previously agreed upon these awards by unanimous vote:

Tenth Street-Powder River Unit, Baker Section of the Old Oregon Trail in Baker County, 0.63 mile pavement resurfacing. The low bid is that of The United Contracting Co., Portland, at $22,191.50; the next low bid is that of Kern & Kibbe, Portland, at $22,911.75. The Commission awards this contract to the low bidder, The United Contracting Co., at its bid price of $22,191.50.

North Powder-Haines Rock Production Project on the Old Oregon Trail in Baker and Union Counties. The low bidder is Quinn-Robbins Co., Inc., Boise, at $12,750; the next low bidder is Arthur A. Hardesty, Portland, at $14,537.50. The Commission awards the contract to the low bidder, Quinn-Robbins Co., Inc., at its bid price of $12,750.

Concrete bridge over Milk Creek on the Cascade Secondary Highway at Mulino, in Clackamas County. Averill & Philpott, Portland is the low bidder at $18,702.30, which does not provide traffic maintenance, and $20,202.30, with traffic maintenance; J. F. Johnston, Newberg, is the next low bidder at $18,933, which does not provide traffic maintenance, and $20,433, with traffic maintenance. The Commission awards this contract to the low bidders, Averill & Philpott, at their bid price of $18,702.30, which does not provide for traffic maintenance.

Florence Avenue-Erie Avenue Unit, Astoria Section of the Oregon Coast Highway in Clatsop County, 0.89 mile grading, paving and pavement widening and resurfacing. The low bid is submitted by Edlefsen-Weygandt Co., Portland, at $29,680. The next low bid is that submitted by Geo. F. Anderson Co., Astoria, at $31,644.50. The Commission has awarded this contract to Edlefsen-Weygandt Co., the low bidder, at its bid price of $29,680.

Gold Hill Section of the Pacific Highway in Jackson County, 0.45 mile grading, paving, and pavement widening and resurfacing. The low bidder is Mountain States Construction Co., Eugene, at $21,386. The next low bidder is The United Contracting Co., Portland, at $22,226.90. The Commission awards the contract to the low bidder, Mountain States Construction Co., at its bid price of $21,386.

Elmira Section of Territorial Secondary Highway in Lane County, 3.3 miles of resurfacing and oiling, and furnishing crushed material in stock piles. The low bid is that of Northwest Roads Co., Portland, at $20,369, using tar; and $20,539, using road oil. The next low bid is that of Babler Bros., Portland, at $21,520, using road oil, and $21,600, using tar. The Commission awards the contract to Northwest Roads Co., the low bidder, at its bid price of $20,369, using tar.

Fifteenth Street-Sixth Street Unit, Junction City Section of the Pacific Highway in Lane County, 0.53 mile of pavement widening. The low bidder is Edlefsen-Weygandt Co., Portland, at $22,775; the next low bidder is





Northwest Roads Co., Portland, at $23,452.50. The Commission awards this contract to the low bidder, Edlefsen-Weygandt Co., at its bid price of $22,775.

Salem-Pringle Creek Section of Morningside Market Road (South Twelfth Street, Salem), Marion County, 0.27 mile oil mat surface treatment, and 1.64 miles surfacing and penetration type bituminous macadam. The low bid is that of J. C. Compton, McMinnville, at $33,609; the next low bid is that of Saxton & Looney, Corvallis, at $36,407. The Commission holds the award of this contract pending approval by the Bureau of Public Roads and refers all bids to the Engineer with power to act.

Rickreall Creek-Coast Junction Unit, Dallas Section of the Salem-Dallas Highway in Polk County, 0.22 mile pavement widening and resurfacing and 0.19 mile grading, surfacing and bituminous macadam. Oregon Contracting Co., Portland, is the low bidder, at $9,190. J. C. Compton, McMinnville, is the next low bidder, at $10,251. The Commission holds the award of this contract pending approval by the Bureau of Public Roads and Federal Bureau of Investigations, and refers all bids to the Engineer with power to act.

Necarney Creek Section of the Oregon Coast Highway in Tillamook County, 0.71 mile of grading. The low bidder is Chas. H. Leonard, Albany, at $27,504.50; the next low bidder is Schmitt Construction Co., Portland, at $28,676. The Commission awards the contract to Chas. H. Leonard, the low bidder, at his bid price of $27,504.50.

Bridge over Umatilla River on the Old Oregon Trail in Pendleton, Umatilla County. C. J. Montag & Sons, Portland, have submitted the low bid at $42,080, and Hoffman Construction Co., Portland, has submitted the next low bid, at $43,072. The Commission has awarded this contract to C. J. Montag & Sons, the low bidders, at their bid price of $42,080.

Bridge over Mill Creek on the Columbia River Highway in the City of The Dalles, Wasco County. Kern & Kibbe, Portland, are the low bidders at $9,563, but will not accept this contract without the grading project; Sig Ash, Portland, is the next low bidder at $10,750 for the bridge alone. The Commission has deferred the award of this contract pending satisfactory conclusion of right of way matters and refers all bids to the Engineer with power to act.

West entrance of The Dalles Section of the Columbia River Highway in Wasco County, 1.25 miles of grading, surfacing and penetration type bituminous macadam wearing surface and 432 lin. ft. of pavement widening and resurfacing. The low bid is that submitted by Edlefsen-Weygandt Co., Portland, at $61,458.40; the next low bid is that submitted by Kern & Kibbe, Portland, at $64,788.90. The Commission has deferred the award of this contract pending satisfactory conclusion of right of way matters and refers all bids to the Engineer with power to act.

Construction of two culverts over Cedar Creek on the Votaw Unit of the West Side Pacific Highway five miles east of Newberg in Washington County.

2/28/35

The low bidder is J. F. Johnston, Newberg, at $4,464; the second low bidder is Louis Johnson, Portland, at $4,770. The Commission has awarded this contract to the low bidder, J. F. Johnston, at his bid price of $4,464.

Construction of a composite pile trestle over Chehalem Creek on the West Side Pacific Highway near the south city limits of Newberg in Yamhill County. The low bid is submitted by C. J. Montag & Sons, Portland, at $43,640.25. The next low bid is submitted by Hoffman Construction Co., Portland, at $44,060. The Commission awards the contract to C. J. Montag & Sons, the low bidders, at their bid price of $43,640.25.

Newberg-Chehalem Creek Section of the West Side Pacific Highway in Yamhill County, 0.38 mile grading and paving. The low bidder is Edlefsen-Weygandt Co., Portland, at $31,465.75. The next low bidders are Joplin & Eldon, Portland, at $34,675.50. The Commission has awarded this contract to Edlefsen-Weygandt Co., the low bidder, at its bid price of $31,465.75.

Sale of one used ferryboat hull stored at Wilsonville, Clackamas County. The Commission has received only one bid for the purchase of this ferryboat hull, being that of G. E. Tauchmann, Wilsonville, at $60. The Commission has accepted this offer and has sold the ferryboat hull to Mr. Tauchmann at his bid price.

The low bids received for furnishing nursery stock for roadside planting on the Portland-Milwaukie Section of the East Portland-Oregon City Highway in Clackamas and Multnomah Counties, are as follows:

DOTY & DOERNER

| Item No. | Quantity | Item No. | Quantity |
|---|---|---|---|
| 3 | 4 | 13 | 7 |
| 4 | 16 | 14 | 55 |
| 7 | 17 | 15 | 21 |
| 8 | 30 | 16 | 26 |
| 9 | 27 | 19 | 24 |
| 11 | 200 | 22 | 430 |
| 12 | 24 | 23 | 251 |
| | | 18 Woods-grown Stock | 15 |

RUSSELLVILLE NURSERIES, INC.

| | | | |
|---|---|---|---|
| 8 | 20 | 20 | 8 |
| 9 | 40 | 21 | 16 |

A. McGILL & SON

| | | | |
|---|---|---|---|
| 2 | 100 | 5 | 12 |

PORTLAND ROSE NURSERY, INC.

| | | | |
|---|---|---|---|
| 2 | 81 | 13 | 7 |





| Item No. | Quantity | Item No. | Quantity |
|---|---|---|---|
| 8 | 8 | 14 | 56 |
| 10 | 8 | 24 | 260 |

The Commission has deferred the awards for furnishing this material pending inspection of the nursery stock and has referred all bids received therefor to the Engineer with power to act.

The Cascade Locks delegation reappeared at this time and was advised of the Commission's decision with regard to the Cascade Locks improvement as heretofore explained in this record.

Mr. E. G. Whipple, Drain, appeared before the Commission regarding the hauling of long poles and piling over state highways in Douglas County, particularly over the Pacific Highway, the eastern end of the Umpqua Highway and the Elkton-Sutherlin Secondary State Highway. He stated that he has been in the pole and piling business for many years and often receives orders for such material up to 100 feet in length, and over, but cannot fill them because of the ruling of the Commission which prohibits, over state highways, of loads more than 75 feet over-all length. He further stated that the "cream" of the piling business is in the long sticks and asked the Commission to modify its order to permit the hauling of such extra long poles over state highways; otherwise, he said, the business would go to producers outside of the State of Oregon or the orders would probably be filled by irresponsible operators who have no respect for the state laws. It was explained to Mr. Whipple that according to the Commission's Attorney there is a possibility that the courts would hold the individual members of the Commission responsible and liable for injuries to persons, or damage to property, that might result from the hauling of extra long loads over state highways; wherefore, the Commission has deemed it advisable to place certain restrictions on the hauling over roads under its jurisdiction so as to minimize its personal responsibilities.

After a lengthy discussion the Commission decided to modify its previous order in regard to this matter and adopted the following rules as its policy to be followed hereafter in the granting of permits for the transportation of excessive length loads on state highway rights of way: Permits for the transportation, over state highways, of loads exceeding the statutory limit as to length may be granted for loads up to and including 110 feet in length over-all, measured from the front bumper of the towing vehicle to the rear end of the load; provided that such hauling can be done with reasonable safety to other traffic and is recommended by the Engineer; and provided further that the operator shall first furnish to the State Highway Commission personal liability insurance in the amount of $50,000/$100,000 for the Commissioners' protection in the event an injury or accident should occur by reason of the movement, and shall also furnish to the Commission additional insurance in the amount of $10,000 covering damage to property; and provided further that all movements of logs, poles, piling and/or other articles or materials of whatever nature in excess of the statutory length limit shall be accompanied by flagmen properly equipped with red flags or other suitable signalling devices, one of whom shall proceed approximately 300 feet in

advance of the movement and the other shall follow approximately 300 feet in rear of the movement, whose duties it shall be to warn approaching traffic of the movement, at curves and other points where the sight distance along the highway is impaired; and provided further that any trailer, used in the hauling of such poles, piling, etc., which are 65 feet in length over-all, or longer, shall be equipped with a special steering device to enable the wheels of said trailer to follow directly in the track of the wheels of the vehicle furnishing the motive power, so that the movement will not take up more than one half of the traveled portion of the roadway.

There being no further business to come before the meeting at this time, the meeting was adjourned at 5:00 o'clock p. m.

Chairman

Commissioner

State Highway Engineer

Commissioner

Secretary

Portland, Oregon, March 28, 1935

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids for highway construction projects were opened and read in conformance with previously published notice, as follows:

CAPE ARAGO SECONDARY HIGHWAY
EMPIRE-PIGEON POINT SECTION
GRADING, SURFACING AND OIL MAT SURFACE TREATMENT
FURNISHING CRUSHED MATERIAL IN STOCK PILES

| | Road Oil | Tar |
|---|---|---|
| J. W. & J. R. Hillstrom | $ 27,031.00 | $ ___ |
| F. C. Dillard | 34,821.40 | ___ |

MAR 28 1935



OREGON COAST HIGHWAY
MARSHFIELD SECTION - GOLDEN AVENUE-JOHNSON AVENUE UNIT
PAVEMENT WIDENING AND RESURFACING

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|---|---|
| R. I. Stuart & Sons | $ 12,150.00 |
| Northwest Roads Co. | 12,892.60 |
| Mountain States Construction Co. | 13,095.00 |
| The United Contracting Co. | 13,255.50 |

THE DALLES-CALIFORNIA HIGHWAY
REDMOND SECTION - PAVEMENT CONSTRUCTION

| | |
|---|---|
| Kern & Kibbe | 35,875.00 |
| Mountain States Construction Co. | 36,649.50 |
| Dunn & Baker | 37,661.50 |
| Northwest Roads Co. | 38,385.00 |
| The United Contracting Co. | 39,315.00 |

PACIFIC HIGHWAY
ROSEBURG SECTION
PAVEMENT WIDENING AND RESURFACING

| | |
|---|---|
| Jacobsen-Jensen Co. | 26,705.40 |
| R. I. Stuart & Sons | 26,908.50 |
| The United Contracting Co. | 26,940.80 |
| Mountain States Construction Co. | 27,262.00 |
| A. S. Wallace | 28,409.70 |
| Northwest Roads Co. | 29,877.00 |

COLUMBIA RIVER HIGHWAY
CASCADE LOCKS SECTION - GRADING AND BITUMINOUS MACADAM

| | |
|---|---|
| F. J. Kernan | 34,414.50 |
| Joplin & Eldon | 40,875.00 |
| The United Contracting Co. | 44,373.00 |
| Kern & Kibbe | 47,311.00 |

I-O-N HIGHWAY
MALLOY RANCH-IDAHO STATE LINE SECTION - GRADING

| | |
|---|---|
| Morrison-Knudsen Co., Inc. | 26,484.00 |
| Edward F. Webber | 29,196.00 |
| The United Contracting Co. | 37,299.00 |
| Brent Sturgill Co., Inc. | 38,538.40 |

I-O-N HIGHWAY
MALLOY RANCH-IDAHO STATE LINE SECTION
BRIDGE OVER SUCKER CREEK

| | |
|---|---|
| A. G. Plant Co. | 8,388.00 |
| J. F. Johnston | 8,751.00 |

MAR 28 1935

3/28/35

Bridge over Sucker Creek - continued

| | |
|---|---|
| W. W. McFarland | $ 8,871.00 |
| Fife & Co. | 8,972.40 |
| Louis Johnson | 9,413.50 |
| O. N. Pierce & Co. | 9,930.00 |
| R. H. Jones | 10,040.00 |
| Morrison-Knudsen Co. | 10,321.00 |
| The United Contracting Co. | 10,377.50 |

WEST SIDE PACIFIC HIGHWAY
ASH STREET-JEFFERSON STREET UNIT, FOURTH AVE., PORTLAND
PAVEMENT RESURFACING

| | |
|---|---|
| Parker-Schram Co. | 46,985.00 |
| The United Contracting Co. | 50,073.00 |
| Edlefsen-Weygandt Co. | 50,895.00 |
| Kern & Kibbe | 53,092.00 |
| Northwest Roads Co. | 56,110.00 |

COLD SPRINGS HIGHWAY
BRIDGE OVER NELSON CREEK

| | |
|---|---|
| W. W. McFarland | 5,021.00 |
| C. J. Montag & Sons | 5,045.00 |
| Johnston & Howland | 5,108.50 |
| Clifton & Applegate | 5,579.00 |
| Louis Johnson | 6,479.50 |

Chairman Scott announced that the Commission would award contracts at 3:00 o'clock p. m. in the same room.

A delegation from Douglas County consisting of County Judge George K. Quine, Guy Cordon, District Attorney, Harris Ellsworth, F. C. Crittendon and W. C. Harding, Secretary of Roseburg Chamber of Commerce, all from Roseburg, came before the Commission and asked the Commission to consider in its 1935 construction program an allocation of funds to reconstruct the Turkey Hill Section of the Pacific Highway in Douglas County. They were informed by Chairman Scott that the present Highway Commission appreciates the necessity of the Turkey Hill improvement, and intends to give it due consideration in the allocation of funds. However, the Commission is not in position at present to make any definite commitments because it does not know how much Federal money will be available nor the rules and regulations that will govern its expenditure.

Hon. Earl H. Hill, Cushman, and Jack Ponsler, Florence, were present and asked the Commission to construct the wye connection at the junction of the Siuslaw Highway with the Oregon Coast Highway at Florence, consisting of an improvement about two blocks long. They stated that the people of Florence are very anxious to have this work done before the contract, now under way, is completed and the crews disbanded; also, that the business men of





Florence are particularly interested because they want to erect buildings on the new alignment. Mr. Hill stated that he believed that all of the right of way needed for the improvement has been obtained. Mr. Ponsler offered to donate right of way required across his property.

The Engineer stated that this job should be undertaken as soon as possible so as to insure its completion before the bridge across the Siuslaw River at Florence is opened for travel. He estimated that it would cost about $2,000 to grade and surface the connection and suggested that the work be done as an extension to the Forest Highway contract now under way between Florence and Cushman, if possible, and that it be financed with state money. The Attorney advised that the Commission would encounter no legal prohibition by so doing. After further discussion the Commission voted unanimously to include this project in its 1935 construction program if there are funds to finance it.

The Commission by unanimous vote approved the minutes of the meetings held on January 31, February 11 and February 21.

The Engineer requested instructions with regard to adjusting the salaries and wages of Highway Department employes as authorized by the last Legislature. The Commission decided to defer this matter until the next meeting.

The Engineer discussed with the Commission the filing of an application with the Public Works Administration for the transfer of the loan monies heretofore appropriated to finance the construction of the Coast Highway bridges, approximately $4,200,000 in amount, so as to make this money available as a grant for financing the construction of the water-grade highway up the Columbia River from Troutdale to Cascade Locks as proposed by Commissioner Washburne at the meeting of the Commission held on February 21.

After considerable discussion, and at the suggestion of the Attorney, the Commission decided that the request for such transfer of funds should be in the form of an application for an amendment to the original agreement between the State Highway Commission and the Public Works Administration, covering the matter of financing the Coast Highway bridge construction. The Engineer and the Attorney were instructed by the Commission to prepare such a form of application and submit it to the members of the Commission for approval, after which the application is to be submitted to Governor Martin and to the Public Works Administration through Mr. Hockley, its State Engineer for Oregon.

The Engineer reported the award of the following contracts for highway construction work for which bids were taken by the Commission on February 28, the awards being held pending at that time and the bids referred to him with power to act when certain requirements had been satisfied:

Contract No. 1724, grading, surfacing and pavement

3/28/35

construction on the Rickreall Creek-Coast Junction Unit, Dallas Section of the Salem-Dallas Highway in Polk County; awarded on March 19 to Oregon Contracting Co., the low bidder;

Contract No. 1721, resurfacing and construction of bituminous macadam on the Salem-Pringle Creek Section of the Morningside Secondary Highway in Marion County; awarded on March 6 to J. C. Compton, the low bidder;

Contract No. 1723, construction of bridge over Mill Creek on the Columbia River Highway in the City of The Dalles in Wasco County; awarded on March 6 to Sig Ash, who submitted the low bid therefor;

Contract No. 1722, grading, surfacing and bituminous macadam construction on the west entrance of The Dalles Section of the Columbia River Highway in Wasco County; awarded on March 6 to the low bidder, Edlefsen-Weygandt Co.

Furnish nursery stock for roadside planting on the Portland-Milwaukie Section of the East Portland-Oregon City Highway in Clackamas and Multnomah Counties; awarded to the low bidder in each instance, as follows:

DOTY & DOERNER

| Item No. | Quantity | Item No. | Quantity |
|---|---|---|---|
| 3 | 4 | 13 | 7 |
| 4 | 16 | 14 | 55 |
| 7 | 17 | 15 | 21 |
| 8 | 30 | 16 | 26 |
| 9 | 27 | 19 | 24 |
| 11 | 200 | 22 | 430 |
| 12 | 24 | 23 | 251 |
| | | 18 * | 15 |

(* - Woods-grown Stock)

RUSSELLVILLE NURSERIES, INC.

| | | | |
|---|---|---|---|
| 8 | 20 | 20 | 8 |
| 9 | 40 | 21 | 16 |

A. McGILL & SON

| | | | |
|---|---|---|---|
| 2 | 100 | 5 | 12 |

PORTLAND ROSE NURSERY, INC.

| | | | |
|---|---|---|---|
| 2 | 81 | 13 | 7 |
| 8 | 8 | 14 | 56 |
| 10 | 8 | 24 | 260 |





He advised that in each instance the requirements have been satisfied, and asked the Commission to confirm the awards. The Commission by unanimous vote approved the awards of the contracts as reported by the Engineer.

The Commission then took under consideration the cancellation of the contract awarded to Sig Ash, Portland, for the construction of a concrete bridge over Mill Creek on the Columbia River Highway at the west entrance of The Dalles, Wasco County. The Engineer explained that since he awarded this contract to Mr. Ash on March 6, he received information from the U. S. Army Engineers that they have tentative plans for filling in the channel of Mill Creek and for conveying the water from this creek through a pipe conduit, but they do not have an authorization for this improvement, nor have they yet determined the exact size of the conduit. He gave as his thought that under the circumstances it would be advisable to defer the construction of a permanent bridge structure at this place until the plans of the Army Engineers have been approved and the funds provided to finance the work. He recommended the cancellation of the contract with Mr. Ash and reimbursement to him for expense already incurred in connection with this job, amounting to $626.02; also, that the project be readvertised for bids for the construction of a temporary timber trestle which would serve the immediate need and would last for several years when, no doubt, the improvement contemplated by the Army Engineers will be completed. He stated that Mr. Ash has already agreed to the cancellation of his contract on that basis and has signed an agreement accepting $626.02 as full and complete compensation for the work performed by him under this contract. He asked the Commission to approve the cancellation of this contract and reimbursement to Mr. Ash for his expense; also, to authorize him to call for bids at the next meeting for the construction of a timber structure, to be paid for with state funds, which he estimated would cost about $2,500.

After some discussion of this matter, the Commission approved the Engineer's recommendation by unanimous vote and thereupon signed the agreement with Mr. Ash providing for the cancellation of his contract.

The Commission also, by unanimous vote, authorized the Engineer to readvertise for bids for the construction of a temporary bridge timber trestle and to pay for it with state funds.

A large delegation, consisting of 21 persons from Wallowa County appeared before the Commission and requested the following improvements:

1. Surface and oil certain parts of the Wallowa Lake Highway in Wallowa County; and

2. Extend the Enterprise-Flora Highway to the Washington state line and construct this section to a connection at the state line with the Enterprise-Lewiston State Highway in the State of Washington.

The delegation consisted of the following: County Judge Edgar Marvin and County Commissioner Harry O. Harmon; County Engineer J. D. Walker; C. T.

Hockett, Representative,and W. F. Savage, Mayor, all of Enterprise; C. A. Bingaman, Joseph; Bruce Cox, Mayor of Wallowa, and Cecil Chrisman, Wallowa; R. D. McClallen; Irvine French; Ray Johnson; W. J. Ortman; S. H. Burleigh; Walter Spear; A. B. Stockdale; D. B. Reaves; Hazel Berland; R. B. Stone; Harvey Mutch; Marian Jordan; Chas. C. Parcell, and others. Judge Marvin headed the group and introduced the speakers.

Mr. Burleigh stated that it is his understanding that the Oregon State Highway Commission has a tentative promise with the highway officials of the State of Washington to complete the Enterprise-Flora Highway to the state line and that in accordance therewith the State of Washington has constructed its portion of the highway practically to the state line, there being only a short section left to complete. He asked the Commission to keep this project in mind and build the remaining section in Oregon as soon as funds can be spared for the purpose. He also asked for the immediate oiling of the Wallowa Lake Highway and urged the improvement of this highway at the west city limits of the town of Wallowa by straightening to eliminate several sharp curves and by replacing two old county bridges which, he said, are a serious traffic hazard. He asked for early action on these projects and for additional improvement west of Wallowa toward Minam.

Representative Hockett pointed out that of the 37 miles of the highway between the Union County line and Wallowa Lake only 16 miles have been improved with an oiled surface. He urged additional oiling work and the elimination of sharp curvature so as to reduce the number of accidents that frequently occur on this road. He particularly requested the improvement of the Enterprise-Joseph Section and a one-mile section near Lostine. He emphasized the need for these improvements from the tourist standpoint as well as for local use. He predicted that the Enterprise-Lewiston Highway when completed will carry a tremendous amount of interstate travel and will be one of the most important roads in the State of Oregon. Its completion, he said, is of vital importance not only to Wallowa County but to all of Eastern Oregon.

Mr. Chrisman urged the completion of the one-mile gap between the towns of Lostine and Enterprise; also a major oiling project in Wallowa County to alleviate dust. He quoted figures taken from a traffic count taken last July to bear out his contention that the volume of traffic using this road fully justifies and demands an improved road. He also endorsed the project suggested by Mr. Burleigh to continue the improvement of the highway west from Wallowa, especially the portion near the Wallowa city limits.

Mr. Walker pointed out that in numerous places the gravel surface on the Wallowa Lake Highway is worn out and it is difficult to travel the road during the winter season, especially when the frost is leaving the ground. He stated in reply to inquiry of Commissioner Aldrich that Wallowa County needs most at this time the elimination of the curves in the present highway.

Chairman Scott advised the delegation that the Commission is fully aware of the problems in Wallowa County and wishes to do for Wallowa County all that it can with the money available. However, the Commission is not in





a position at the present time to state just how much of this money can be allocated to Wallowa County. He inquired, for the guidance and help of the Commission, what work between Elgin and Joseph the delegation considered most urgent. Judge Marvin replied that the improvement west from the town of Wallowa, about six miles, in his estimation, should be given preference; also the completion of the Enterprise-Lewiston Highway.

The State Highway Engineer stated that in his opinion the most important project on the Wallowa Lake Highway is the reconstruction of the Wallowa and Rock Creek Section and then the one-mile section above Lostine, followed by improvements of the Enterprise-Joseph Section and the section in the Wallowa Canyon. The delegation signified its accord with the outline of projects as given by the Engineer.

Mr. Bingaman spoke for the construction of the Enterprise-Lewiston Road from the tourist standpoint. He alleged that 20% of the tourists that go to Wallowa Lake come from the City of Portland; 44% from the balance of the state; 20% from the State of Washington; 7½% from the State of Idaho; 2½% from the State of California and the balance from other states and foreign countries. He emphasized the need of a road for these tourists to reach the canyon of the Snake River which, he said, is deeper and more beautiful than the canyon of the Colorado River.

Mrs. Jordan was introduced as one of the largest raisers of cattle in Wallowa County. She endorsed the statements of the other speakers and added a few words of praise for the Snake River Canyon.

The Commission adjourned at 12:00 o'clock noon to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m., with all members, the State Highway Engineer, the Attorney, and the Secretary present.

County Judge W. R. Cook of Jefferson County came before the Commission with regard to the routing of the Warm Springs Highway at Madras. He urged the adoption of a route that will connect with The Dalles-California Highway in the town of Madras rather than south of this town as has been proposed. He said the people of Madras are very much opposed to a connection south of their town. The Engineer advised that he has ordered an investigation and report on this matter, but the report has not yet been rendered. Judge Cook was told to come before the Commission again at its next meeting on April 11 when, no doubt, more information will be available.

Mr. Harry A. Oswald, Vice-President of the Kenworth Motor Truck Company, was present and asked the Commission to lift the reduced load limit on the Pendleton-Meacham Section of the Old Oregon Trail in Umatilla County, giving as his reason that the present reduced limit is seriously affecting his transportation business and causing him heavy losses. The Engineer advised that this section of highway has not dried out sufficiently

as yet to withstand legal limit loads. He assured Mr. Oswald that the reduced load limit signs would be taken down just as soon as the roadbed is stable.

A delegation consisting of about 30 persons from Southeast Portland came before the Commission and urged the allocation of funds to finance the construction of an extension of Foster Road, Portland, to a connection with the Mt. Hood Highway near the town of Sandy. The delegation was headed by Wilson H. Scott, attorney, Portland, who represented the Southeast Portland Chamber of Commerce; others in the delegation were Walter Ramser; A. W. Parker; Henry J. Jacobson; R. H. Tisdale, banker; Representative A. W. Orton, attorney; County Commissioners Frank Shull and C. A. Bigelow, Multnomah County; L. G. Apperson, City Engineer of Portland; Dr. Earl Smith, Port Commissioner, Portland; County Commissioner Arthur H. Borland, Clackamas County; William F. Woodward; T. J. Armentrout, President Southeast Portland Chamber of Commerce, and Axel Kildahl, President Portland Automotive Trades Association.

Mr. Wilson H. Scott introduced the speakers. He alleged that the people of Southeast Portland were given a promise at one time by a former road official that the Foster Road extension would be constructed some time in the near future "to lead some place". He stated that he believed that the time is here and that the Commission should allocate some of the Federal road money that is coming to Oregon for financing the work. He declared that the project would furnish employment to a large number of men who are now idle; that it will open a rich agricultural country which now has no highway outlet; that it will enrich the district that it serves and, consequently, will increase the amount of taxable property and, in addition, will reduce from one to three miles the distance between Portland and the common point on the Mt. Hood Highway.

Mr. Ramser spoke for the road in behalf of the farmers, some of whom, he said, have no road outlet and are obliged to market their produce on horseback or by carrying it on their backs. He stated that there are about 20 homesteaders in this district who cannot now make a living on their places because they have no road, and he advised that practically all of the property owners in the district are willing to donate land for the right of way.

Dr. Smith, representing the Portland Civic Club and the Portland Dock Commission, was introduced and endorsed the project, but asked Mr. Orton to speak in his place.

Mr. Orton gave as his thought that this project is a very worthy one and if the Commission can find a way to undertake it, that should be done. He urged very serious consideration of the matter.

Mr. Wilson H. Scott then referred to a letter from Mr. L. M. Lepper, Director of the East Side Commercial Club, Portland, endorsing this project, following which he introduced County Commissioner Borland of Clackamas County who stated that he believed this extension to be one of the main





road projects for Clackamas County. He intimated that if the right of way for the project were not donated, the State would have to buy it because the County does not have the funds for such purpose.

Chairman Scott inquired which project the Clackamas County Court preferred, the Foster Road extension or the improvement of the Secondary Highway through Colton. Mr. Borland replied that both are worthy projects.

Mr. Kildahl stated that in his estimation the Foster Road extension is a traffic necessity, it being a shorter road and a more direct route to Mt. Hood; furthermore, it connects with a fine, wide arterial street in Portland. He urged the extension as a primary state highway.

Mr. Armentrout declared that the Mt. Hood and Wapinitia Highways provide the best connection between Portland and Central Oregon, and some day will be one of the most important primary highways in the state. The Foster Road extension, he said, will connect with the Mt. Hood Highway and will further reduce the distance between Portland and Central Oregon points; therefore, should be constructed. He predicted that the Commission will encounter no difficulty in securing right of way for this project.

County Commissioner Shull stated that this project meets with the approval of the Board of County Commissioners of Multnomah County. It was his thought that the project was justified from the standpoint of providing a more direct route from Portland to Mt. Hood if from no other standpoint.

Chairman Scott asked Mr. Shull whether or not the Commission should defer some of the going projects in Multnomah County in favor of the Foster Road extension. Mr. Shull replied that the Commission should weigh all projects under consideration and undertake those which it considers are most deserving.

Mr. Tisdale added his endorsement of the Foster Road extension.

County Commissioner Bigelow said that he believed that the Foster Road extension is a meritorious project and should be considered by the Commission in the allocation of the new federal funds.

Mr. Apperson stated that the City of Portland is interested in this project only from the standpoint of securing the improvement of the section between 92nd Street and 102nd Street, where widening is needed but cannot be undertaken by the City because the adjacent property owners cannot afford to pay street assessments. The City of Portland, he said, cannot construct the city portion of this project without financial aid from outside sources.

Mr. Jacobson added a few words endorsing the project.

Mr. Parker, representing residents of Sunshine Valley, stated that all of the people residing in his neighborhood want this road and have been trying for years to get it but Clackamas County has not been able

financially to do anything for them. He added that there would be no difficulty about acquiring right of way.

Senator Woodward said that this road is of paramount importance because it will serve a large developed area that cannot properly market its produce under existing conditions.

Mr. Wilson H. Scott concluded the presentation by stating that the people believe that they are entitled to this road which will be the shortest, safest and least dangerous road to Mt. Hood, one of the principal scenic spots in America, and would benefit not only the citizens of Portland but the citizens of the entire state.

Chairman Scott thanked the delegation for its appearance and advised that the Commission will give the project due consideration at the proper time.

County Judge M. R. Biggs of Crook County and City Engineer C. W. Woodruff, Prineville, appeared before the Commission and asked for the improvement of the Ochoco Highway. They urged the Commission to advertise for bids for the construction of at least that part for which a permanent location survey has been made and advised that they believed no difficulties would be encountered regarding right of way. They also asked, in behalf of the town of Prineville, for an appropriation of some of the federal funds for the improvement of some of the city streets in the town of Prineville by either paving or oiling. They were advised that Congress has not yet passed the appropriation bill, so the Commission has no idea as yet how much money will be available this year from federal sources; furthermore, the Commission has not been advised of the rules and regulations that will govern the expenditure of such monies; therefore, is not in position to make commitments at this time. They were also told that their projects will be given due consideration when the road program is arranged.

At 3:00 o'clock p. m. Chairman Scott announced the following awards of contracts for which bids were taken at the morning session, the Commission having previously approved these awards by unanimous vote:

"Empire-Pigeon Point Section of Cape Arago Secondary Highway in Coos County, 1.81 miles grading, surfacing and oil mat surface treatment, and furnishing crushed materials in stock piles. The low bid is that submitted by J. W. & J. R. Hillstrom, Marshfield, at $27,031.00 based on the use of road oil. The next low bid is that submitted by F. C. Dillard, Medford, at $34,821.00, based on the use of road oil. Neither of these contractors submitted alternate bids based on the use of tar. The Commission awards this contract to the low bidders, J. W. & J. R. Hillstrom, at their bid price of $27,031.00, based on the use of road oil.

"Golden Avenue-Johnson Avenue Unit, Marshfield Section of the Oregon Coast Highway in Coos County, 0.34 mile pavement widening and resurfacing. The low bid is that submitted by R. I. Stuart & Sons, Medford, at $12,150.00; the next low bid is that submitted by Northwest Roads Co.,





Portland, at $12,892.50. The Commission awards this contract to the low bidder, R. I. Stuart & Sons, at their bid price of $12,150.00.

"Redmond Section of The Dalles-California Highway in Deschutes County, 0.48 mile of pavement construction. The low bid is that submitted by Kern & Kibbe, Portland, at $35,875.00. The next low bid is that submitted by Mountain States Construction Company, Eugene, at $36,649.00. The Commission awards this contract to the low bidders, Kern & Kibbe, at their bid price of $35,875.00.

"Roseburg Section of the Pacific Highway in Douglas County, 0.61 mile pavement widening and resurfacing. The low bid is that submitted by Jacobsen-Jensen Co., Portland, at $26,705.40. The next low bidder is R. I. Stuart & Sons, Medford, at $26,908.50. The Commission awards the contract to the low bidder, Jacobsen-Jensen Co., at its bid price of $26,705.40.

"Cascade Locks Section of the Columbia River Highway in Hood River County, 0.91 mile grading and bituminous macadam. The low bidder is F. J. Kernan, Faloma, at $34,414.50. The next low bidder is Joplin & Eldon, Portland, at $40,875.00. The Commission has decided to hold the award of this contract pending satisfactory conclusion of right of way matters and has referred all bids therefor to the Engineer with power to act.

"Malloy Ranch-Idaho State Line Section of the I.-O.-N. Highway in Malheur County, 2.36 miles of grading. The low bidder is Morrison-Knudsen Co., Inc., Boise, Idaho, at $26,484. The next low bid is that of Edward F. Webber, Medford, at $29,196.00. The Commission has awarded this contract to the low bidder, Morrison-Knudsen Co., Inc., at its bid price of $26,484.00.

"Construction of a bridge over Sucker Creek on the Malloy Ranch-Idaho State Line Section of the I.-O.-N. Highway in Malheur County. The low bidder is A. G. Plant Co., Ontario, at $8,388.00. The next low bid is that submitted by J. F. Johnston, Newberg, at $8,751.00. The Commission has awarded this contract to the low bidder, A. G. Plant Co., at its bid price of $8,388.00.

"Ash Street-Jefferson Street Unit, Fourth Avenue, Portland Section of the West Side Pacific Highway in Multnomah County, 0.59 mile pavement resurfacing. The low bid is that submitted by Parker-Schram Co., Portland, at $46,985.00. The next low bidder is The United Contracting Co., Portland, at $50,073.00. The Commission holds the award of this contract pending execution of an agreement with the City of Portland providing for the maintenance of this street after construction is completed, and has referred all bids received for this project to the Engineer with power to act.

"Bridge over Nelson Creek on the Old Oregon Trail wye connection to the Cold Springs Highway in Pendleton, Umatilla County. The low bidder is W. W. McFarland, Canby, at $5,021.00. The next low bid is that of

3/28/35

C. J. Montag & Sons, Portland, at $5,045.00. The Commission awards the contract to the low bidder, W. W. McFarland, at his bid price of $5,021.00."

The Commission had under consideration a letter from Lewis D. Lindsley of Harbor, Oregon, directed to Governor Martin, requesting the improvement of the county road extending up the Chetco River from the town of Harbor in Curry County. The Engineer advised that this road is not on the state highway system, and is therefore not eligible for either primary or secondary state highway funds. He also advised that to build this road will cost a large sum of money which is not now available. He recommended that the request be denied. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported on the cost to improve the Franklin Avenue-Commercial Street revision of the Lower Columbia River Highway in Astoria, as proposed by the City of Astoria. He estimated that this job would require an expenditure of about $27,500.00 including engineering. He advised that the City is desirous of proceeding with the moving of buildings on the proposed right of way, as an SERA project, and that the City has stated its willingness to cooperate by constructing the dredged fill involved in the project, at a cost not to exceed $0.10 per cu. yd. or a maximum of $3,000.00, provided the State will construct the pavement. He gave as his thought that this is a meritorious project and should be undertaken when funds are available and recommended that the offer of the City of Astoria be accepted in the event the proposition can be worked out so that federal funds can be used to finance the work without involving an expenditure of state funds. After some discussion the Commission approved his recommendation and instructed the Attorney to prepare a form of agreement in conformance therewith.

The Commission had under consideration a petition from the Bridge Committee of Tualatin Grange No. 111, Clackamas County, requesting the construction of a bridge across the Willamette River on the Beaverton-Aurora Secondary State Highway at Wilsonville to replace the state-owned ferry which is now operated across the river at this point. The Engineer suggested that a reconnaissance survey be made to determine the proper location for this proposed bridge and for the highway leading up to the bridge; also, to determine an estimate of cost. The Commission by unanimous vote approved the Engineer's suggestion and authorized an expenditure for such purpose. The Secretary was instructed to inform the Grange of the action taken and to state that the Commission has no funds to finance the construction of the bridge at the present time but will bear the project in mind for future consideration.

A petition was presented, signed by 79 residents of Harney County, requesting the rerouting of the Central Oregon Highway east of Burns so as to pass by the Harney Branch Experiment Station. The Engineer stated that the present adopted line is less costly to construct and will also provide a common entrance into Burns for both the Canyon City-Burns Highway and the Central Oregon Highway; furthermore, the present route was adopted largely to accommodate the people of Burns and could not be changed without a special





hearing in that town as required by statute. W. H. Lynch, District Engineer, Bureau of Public Roads, confirmed the Engineer's statement and added that the fact that this route provided a common highway entrance into Burns was a strong contributing factor in its approval by the Bureau of Public Roads. After considerable discussion the Commission decided to retain the present routing of this highway and instructed the Secretary to so inform the petitioners.

A resolution was presented from the Burns Chamber of Commerce in which the Commission is requested to reconstruct the Canyon City-Burns Highway, beginning at the point where the present oiling ends in Devine Canyon , and extending over the mountain to include all parts of this road which are not now properly drained and which are affected by frost action each year. The Engineer stated that the improvements requested are within the limits of the Forest Highway section constructed by the Forest Service many years ago to standards that are now obsolete, hence is difficult to maintain properly. He furthermore stated that there are no funds available to finance this reconstruction work now, but he believed that consideration should be given to the project in the allocation of future forest highway funds. After some discussion the Commission decided to deny the request. The Secretary was instructed to inform the Chamber of Commerce that the Commission has no funds immediately available for this improvement, but will consider it with other projects in the allocation of future funds. The Engineer was instructed by the Commission to investigate this road and ascertain just what is required to put it in good condition and how much it will cost to do such reconstruction work.

The Engineer requested authority to advertise for bids for the furnishing of stock-piled maintenance materials for a twenty-mile section of The Dalles-California Highway extending south from the town of Maupin, in Wasco County, to replenish the present supply of this material which he stated will be entirely exhausted at the end of the present season. He estimated that about 6,000 cubic yards would be needed and that the cost thereof would amount to about $10,500. The Commission approved the Engineer's request by unanimous vote.

The matter of reallocation of Federal Funds heretofore set up for the construction of the 17th Street-Ross Island Bridge Section of the East Portland-Oregon City Highway in Portland, amounting to $160,000, had the attention of the Commission. The Engineer recommended, in view of the fact that the City of Portland is not in a position to finance the right of way needed for this improvement, the funds be reallocated to other Portland projects. He suggested that $85,000 be transferred to extend the improvement of southeast 82nd Avenue from the end of the present improvement at Foster Road, southerly to the Portland city limits, approximately 0.98 mile in length. The Commission approved the suggestion and authorized him to take whatever steps may be necessary to secure the approval of the Bureau of Public Roads to such transfer of funds. W. H. Lynch, District Engineer, Bureau of Public Roads, stated that he was putting the State Highway Commission on record as unable or unwilling to purchase the right of way for the 17th Street-Ross Island Bridge improvement, and that

3/28/35

he would write the Commission to that effect so that his files would be complete in the matter. The Commission offered no objections.

The Commission had under discussion the matter of mining operations that are now being carried on beneath the surface of some of the streets in the town of Jacksonville, Jackson County. The Engineer advised that the continuance of these operations is almost certain to result in the permanent destruction of the streets and in any event it would cost a large sum of money to repair them. He said that the State is interested in the matter because one of the streets is a Secondary State Highway route and, in his estimation, something should be done to protect the State's interests and to safeguard traffic. The Attorney advised that the city authorities of Jacksonville have jurisdiction and authority over the city streets and he believed that they are vested with authority to protect the public's interests so far as highway uses are concerned, although they apparently are doing nothing toward that end. He further advised that there is a question as to whether or not the State Highway Commission has any authority to speak on the matter. Nevertheless, he suggested that, on account of the seriousness of the situation, the Commission authorize notice to be served on the mining operators and on the city officials to do whatever is necessary to properly protect the interests of the traveling public; otherwise, if any portion of the traveled highway is destroyed or impaired and injury to persons or damage to property results thereby, there might be an effort made to fasten individual and personal liability on the public officials who are charged with the responsibility of maintaining the public thoroughfares. After some discussion of this matter the Commission approved the Attorney's suggestion and instructed him to serve formal notice on the city officials of Jacksonville that the State Highway Commission, its employes or agents will assume no responsibility whatsoever in connection with the mining operations that are being carried on beneath their city streets but expects the City of Jacksonville to act immediately to eliminate this traffic hazard and to safeguard the interests of the general public to the fullest extent.

The Engineer presented a report concerning the manner and method of purchasing and erecting structural steel for railway grade separation projects, together with a communication from the Northwestern Equipment Company, Portland, in regard thereto. It appeared from the Engineer's report and the communication from the Northwestern Equipment Company that, in many cases involving grade separation projects wherein the highway passes underneath the railway lines, it has been the practice for the railroad company to purchase and erect structural steel with its own forces. The Northwestern Equipment Company in its letter pointed out that in many cases this procedure is depriving Oregon concerns of the opportunity for bidding on such work because of the fact that the materials are purchased from the East pursuant to certain agreements between the railroad company or companies and the Eastern manufacturers. On account of the fact that the grade separation projects on the proposed highway program are to be funded solely out of public monies allocated to the State of Oregon, it was urged that so far as practicable the Commission adopt a policy whereby all local manufacturing concerns would be given opportunity to bid on the work.





In view of the presentation made, and after careful consideration, the Commission decided that in connection with all grade separation projects involving the construction of a structural steel superstructure for the purpose of carrying railway traffic, the furnishing and fabricating of said structural steel superstructure shall be included in the State's contract and awarded at public letting. The Commission further decided that, in those cases wherein it is practicable and feasible to construct a shoofly, or detour track, so as to avoid construction work involving the movement of trains, the erection, as well as the fabrication of the steel superstructure also shall be included in the State's contract, but, where it is imperative that the erection of structural steel be done under railway traffic, the railroad company shall be permitted to do the erection work with its own forces.

A letter was presented from Malin Irrigation District, Klamath County, requesting State cooperation in the construction of a system of drainage along The Dalles-California Highway where it passes through the District. The Engineer advised that this matter was investigated in the field by the Maintenance Engineer who states that the District proposes to construct a drainage ditch from the north side of the highway to a connection with an existing drain ditch and an irrigation canal on the south side of the highway, which would involve the construction of a structure under and across the traveled portion of the roadway. He stated that the proposed drain ditch would be of very little benefit, if any, to the highway; in fact it would not fit in with any scheme of the Highway Department to drain the borrow pits along the highway right of way. Furthermore, in his estimation, the problem could be solved to a better advantage by constructing a ditch entirely on one side of the highway thus avoiding the crossing and the expense of the structure. He recommended that the District be so advised and its request denied. After some discussion the Commission approved and adopted the Engineer's report and instructed him to advise the District that the Commission does not feel that it is justified in cooperating in this project; however, if they decide to proceed with their proposed construction as originally planned, on their own responsibility, then a permit will be granted for the construction of a drainage structure across the highway.

The Commission had under consideration the matter of the adoption of a resolution abandoning a short section of the old Pacific Highway just north of the city of Ashland in Jackson County, which has been rendered valueless as a state highway by a line revision at this point. The following resolution in regard thereto was offered by Commissioner Washburne who moved its adoption:

> WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Pacific Highway in Jackson County; namely, that section beginning at the north city limits of the City of Ashland and extending northerly a distance of approximately 1.6835 miles; and
>
> WHEREAS, by reason of said relocation and reconstruction

of said section of said highway, there was eliminated and made unnecessary as a part of the permanent and completed highway a certain section or part thereof, which section or part is more specifically defined and described hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the Pacific Highway in Jackson County the fragment or portion of right of way of the old highway hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land comprising a portion of the old right of way of the Pacific Highway in Jackson County, which fragment of land is confined within the area hereinafter described, and which area has been eliminated from the newly located and constructed Pacific Highway from the city limits of Ashland northerly, be and said discarded right of way and fragment of land hereby is abandoned as a part of the right of way of the Pacific Highway in Jackson County from the north city limits of Ashland northerly for a distance of approximately 1.6835 miles, and said abandoned right of way or area, in so far as control or supervision of the same by this Commission is concerned, is left to revert to the adjoining or abutting property owners or to the control and supervision of the County Court of Jackson County for highway or other public purposes as said County Court may determine. The limits of said abandoned portion of the right of way and the area thereof are described as follows, to wit:

The abandoned portion of the Pacific Highway (old paved section) from the Southern Pacific Undercrossing at the north city limits of Ashland northerly to mile post 320.5; and lying in Section 5, Township 39 South, Range 1 East, W. M., and Sections 31 and 32, Township 38 South, Range 1 East, W. M., Jackson County, Oregon; the said abandoned portion being a strip of land 60 feet in width, 30 feet on each side of the following described center line, save and except that portion lying within the right of way of the relocated center line, and being more particularly described as follows:

Beginning at a point which is the intersection of the center line of the Southern Pacific Company and the center line of said highway at Engineer's center line Station 33+07.2; said point being approximately 615 feet south and 2170 feet east of the northwest corner of said Section 5, Township 39 South, Range 1 East, W. M.; thence North 26° 52' East a distance of 535.6 feet to Station





27+71.6 P. T., thence on a 477.5 foot radius curve left, a distance of 251.5 feet to Station 25+20.1 P. C.; thence North 3° 19' West a distance of 918.6 feet to Station 16+01.5 equals Station 15+91.9 P. T.; thence on a 286.5 foot radius curve left, a distance of 309.7 feet to Station 12+82.2 P. C.; thence North 65° 15' West a distance of 228.5 feet to Station 10+53.7 P. T.; thence on a 477.5 foot radius curve left, a distance of 134.6 feet to Station 9+19.1 P. C.; thence North 81° 24' West a distance of 451 feet to Station 4+68.1 P. T.; thence on a 1432.5 foot radius curve left, a distance of 293.8 feet to Station 1+74.3 P. C.; thence South 86° 51' West a distance of 174.3 feet to Station 0+00 equals Station 35+00; thence South 86° 51' West a distance of 205.4 feet to Station 37+05.4 P. C.; thence on a 573 foot radius curve right, a distance of 396.2 feet to Station 41+01.6 P. T.; thence North 53° 32' West equals North 53° 29' West a distance of 213.7 feet to Station 43+15.3 P. C.; thence on an 1146 foot radius curve left, a distance of 250 feet to Station 45+65.3 P. T.; thence North 65° 59' West a distance of 341.7 feet to Station 49+07 P. C.; thence on an 1146 foot radius curve left, a distance of 247 feet to Station 51+54 P. T.; thence North 78° 20' West a distance of 1159.4 feet to Station 63+13.4 P. C.; thence on a 573 foot radius curve right, a distance of 291.2 feet to Station 66+04.6 P. T.; thence North 49° 13' West a distance of 330.9 feet to Station 69+35.5 P. C.; thence on a 573 foot radius curve right, a distance of 166.5 feet to Station 71+02 P. T.; thence North 32° 34' West a distance of 297.1 feet to Station 73+99.1 P. C.; thence on a 573 foot radius curve left, a distance of 295 feet to Station 76+94.1 P. T.; thence North 62° 04' West a distance of 171.3 feet to Station 78+65.4 P. C.; thence on a 409.3 foot radius curve left, a distance of 266.1 feet to Station 81+31.5 P. T.; thence North 24° 49' West a distance of 646.5 feet to Station 87+78 P. C.; thence on an 1146 foot radius curve left, a distance of 313.3 feet to Station 90+91.3 P. C. C.; being a total distance of 8,888.9 feet or 1.6835 miles.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit A", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, along which area appear the words "old paved highway", and which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, and H. G. Smith, Construction Engineer, and bears the date of March 25th, 1935.

Note: The blueprint referred to in the above resolution is filed in the Highway Department Right of Way Abandonment Resolution File, being File No. 1.

2. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Jackson County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Pacific Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Jackson County and beyond any responsibility or supervision by the State Highway Commission.

3. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Scott to have carried by unanimous vote of the Commission.

A letter was presented from Long Air Service, Cornelius, Oregon, requesting permission to use the ocean beach area as a landing field for his airplane which he proposes to operate between Portland and the ocean beaches this coming summer. The Commission denied the request, it being contrary to the established policy regarding the use of the ocean beach areas.

A letter was presented from the Sunset Inn, Gold Beach, Oregon, requesting permission to encroach on the right of way of the Oregon Coast Highway at Gold Beach with a sign advertising their accommodations. The Commission denied the request as a matter of policy.

The Commission had under consideration the matter of granting a permit to the Schofield Logging Company of Forest Grove, Oregon, to construct and maintain three guy cables across the right of way of the Salmon River Highway at a point approximately one mile west of the town of Grand Ronde in Polk County. The Engineer advised that this company has already constructed the guy cables across the highway, and has operated them for some time without permit from the State Highway Commission. He gave as his thought that the cables are a traffic hazard and a permit to maintain them over the highway should be denied. The Commission concurred with the Engineer and instructed the Secretary to so inform the company, and to state further that if the Company continues to maintain and operate the cables over the highway right of way it does so at its own risk, subject to immediate removal upon receipt of orders from the Commission.





The Commission had under consideration and granted the request of the Old Oregon Trail Lumber Company, Union, Oregon, to transport logs about 16 feet in length, over the Union-Medical Springs Secondary Highway between the town of Union and a point 10 miles easterly thereof, during Saturday afternoons, Sundays and holidays, upon advice from the Engineer that, in his estimation, such operations would not seriously inconvenience other traffic.

The Commission also considered and approved a request of the Crown Willamette Paper Company, Portland, to transport logs over a 1½-mile section of the Nehalem Secondary Highway just east of the town of Olney, in Clatsop County, during Saturday afternoons, up to July 1st, 1935, and during Memorial Day, May 30, 1935.

Communications were presented to the Commission from L. M. Lepper, Director of the East Side Commercial Club of Portland, requesting highway improvements in and near Portland, as follows:

a. Widening and paving East 82nd Street between Foster Road and Clackamas County Line

b. Paving Vancouver Avenue from Union Avenue to Columbia Boulevard

c. Requesting that equal consideration be given to the Wolf Creek Highway and Eastern Oregon highways in the allocation of highway funds

The Commission ordered these communications filed in the Department records.

A resolution was presented from Evergreen Grange No. 469, Douglas County, opposing the expenditure of funds to reconstruct the Pacific Highway between Kelley's Corner and Shady Point in Douglas County because, they allege, it will make a race track of this highway and will result in many accidents. The Engineer explained that the proposed revision is for the purpose of eliminating the railroad grade crossing at Shady Point, which is a dangerous one and should be eliminated as soon as funds can be provided for the purpose. He said that this is one of the projects which he hoped to finance with some of the federal grant monies which are to be used solely for the purpose of eliminating railroad grade crossings and if it is not undertaken now will probably have to be deferred for a number of years because of scarcity of state revenues. He suggested that the Commission call on the officers of the Grange and explain the situation in person, which might cause them to withdraw their objections. The Commission approved the Engineer's suggestion.

The Commission had under consideration a petition signed by 175 citizens and tax payers of Clackamas County, residing in the vicinity of 82nd Street, requesting the widening and improvement of 82nd Street Secondary Highway in Clackamas County from Multnomah County Line to Oregon City. The Commission ordered the petition filed in the Department records for future consideration.

2/28/35

A communication was presented from the Baker County Chamber of Commerce endorsing the improvement of the Old Oregon Trail between the towns of North Powder and Union in Union County, as proposed by the Old Oregon Trail Association. Chairman Scott stated that he replied to this communication.

A resolution was presented from the Eugene Chamber of Commerce recommending the rebuilding of the Pacific Highway along the present route through Eugene and also recommending the completion of the study looking to a more permanent location for this highway through the City of Eugene as soon as possible and announcement made thereof to enable the City Planning Commission and the City Council to proceed in a more orderly manner with their program for future planning of city improvements. The Commission took no action on this matter.

A letter was presented from Joseph Woerndle, attorney, Portland, asking for a private roadway approach from the Tualatin Valley Highway to his farm property located about one mile east of Beaverton in Washington County. The Engineer advised that an investigation was made of this matter by Resident Maintenance Engineer W. M. Strohmeyer, who estimates that it will cost about $100 to grade this approach which is at a point where no road existed heretofore. He further advised that the right of way for this highway was purchased in 1927 at a price of $1101.80 for less than an acre of ground, but no mention was made in the right of way agreement about building an approach roadway, presumably because the price paid for the property was ample to take care of that expense. He pointed out that it is contrary to the policy of the Commission to construct roadway approaches to private property where no such roads existed before the highway was reconstructed, and recommended that Mr. Woerndle's request be denied in order to avoid complications that might arise in the future when disposing of similar requests. The Commission adopted the Engineer's recommendation by unanimous vote.

Communications were presented from Mt. Emily Lumber Company, La Grande, and George T. Cochran, attorney at law, La Grande, requesting the designation and construction, as a forest highway, of the county road extending from the town of Starkey, in Union County, westerly to the town of Ukiah, in Umatilla County, in order to facilitate the removal of privately-owned timber in the Ukiah region. The Commission took no action on these communications.

A letter was also presented from the Paisley Commercial Club renewing their previous request for improvements to the Fremont Highway in Lake County. The Secretary was instructed to reply that the Commission has this project in mind and will give it due consideration in the allocation of future highway funds.

A request was received from Major William R. Stewart, Commanding Officer, Fort Stevens, Oregon, requesting the Commission to furnish eight standard warning signs for installation on the Fort Stevens Military Reservation. The Attorney advised that the Commission has no legal authority to furnish these signs. After some discussion it was decided to refer Major Stewart to the Bureau of Public Roads which has similar signs for erection on Forest Highways.





Consideration was given by the Commission to the offer of the County Court of Lincoln County to donate to the State for park purposes a strip of land varying in width from 50 to 200 feet, and about 1200 feet long, situated between the Pacific Ocean and the Oregon Coast Highway at Seal Rocks in Lincoln County. The matter was referred to the State Parks Engineer for recommendation.

A request from the Portland General Electric Company for permission to install its poles on the right of way of the West Side Pacific Highway, just west of Newberg, as it is unable to arrange with the Southern Pacific Company for the installation of these poles on the railroad right of way, had the attention of the Commission. It appeared from the information at hand that the power company is willing to construct its poles off the highway right of way at this point but is being held up, at least temporarily, by the action of the Southern Pacific Company which is reluctant to give permission for placing the poles on the railroad property. After some discussion the Commission referred this matter to the Engineer for disposition to the best interests of the State.

The Commission considered the request from Fred Caughell, Gold Beach, to purchase a small parcel of state-owned property in the town of Port Orford, which, he said, is no longer needed for highway purposes. The Engineer advised that the tract in question is a small triangular-shaped parcel of land lying between the highway right of way and a street intersection in the town of Port Orford and, in his estimation, it should be retained by the State in order to prevent a hot dog stand or a service station being erected thereon which would act as a traffic hazard on account of the location. He recommended that the request be denied. The Commission adopted the Engineer's recommendation and instructed the Secretary to so inform Mr. Caughell.

A letter was presented from the Commission's Attorney suggesting the purchase of all recreational areas which the Commission now has under lease from the Federal Government in order to terminate the payment of annual rental charges which amount to approximately $900, and further stating that these properties can be purchased outright for the sum of about $20,000. Action on this matter was deferred by the Commission for future consideration.

The Commission discussed the matter of acquiring right of way for the proposed improvement of the Wallowa Lake Highway in the City of La Grande, and decided that it would be best to condemn the property. Thereupon, Commissioner Aldrich offered the following resolution with regard thereto and moved its adoption:

RESOLUTION

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve

and maintain a system of state highways and secondary state highways in the State of Oregon, and said Commission is likewise authorized to construct, reconstruct, pave, and improve the street or streets through incorporated cities and towns having a population of less than 100,000 where such street or streets form a link in the primary or secondary highway system of the State or constitute a connection between two such highways and which street or streets have been or hereafter may be designated by the State Highway Commission as a street or streets over which shall be routed state highway traffic, and said Commission is authorized to acquire rights of way and to declare the necessity and need for the acquisition thereof and the advantages to be gained thereby; and

WHEREAS, Island Avenue to an intersection with Spruce Street, Spruce Street to Adams Avenue, and Adams Avenue throughout its entire length are streets of the City of La Grande, each of which forms a link in a state highway or a connection between two state highways and each of which is a street of said City which has been designated by the State Highway Commission as a street over which there shall be routed state highway traffic;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That Island Avenue in the City of La Grande from its connection with the Wallowa Lake Highway to an interesection with Spruce Street, and Spruce Street from said point of interesection to its intersection with Adams Avenue, and Adams Avenue throughout its entire length in said City, be and said streets, and each of them, hereby are designated as streets of the City of La Grande over which there has been and shall hereafter be routed state highway traffic into and through said City.

2. That traffic entering the said City of La Grande from the Wallowa Lake Highway shall be routed over Island Avenue to an intersection with Spruce Street; thence over Spruce Street to an intersection with Adams Avenue; thence over Adams Avenue throughout its entire length in said City, and that traffic entering the City of La Grande from the Old Oregon Trail heretofore has been and hereafter shall be routed over Adams Avenue.

3. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement,and maintenance of routes and streets into and through said City for the convenience and accommodation of state highway traffic moving over the Wallowa Lake Highway and the Old Oregon Trail, and for the further purpose of making possible the construction of an undergrade crossing beneath the tracks of the Oregon-





Washington Railroad & Navigation Company at or near Spruce Street in the City of La Grande so as to eliminate the hazards which prevail in connection with the use of the present grade crossing at or near said point, land and property owned by and in the possession of the following parties and/or persons, to-wit:

| | |
|---|---|
| T. H. Moore | Harry Cochran |
| Bert L. Brown | La Grande Iron Works |
| C. E. Perin | D. Fitzgerald Estate |
| Ellen Walker | |

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

4. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

5. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

6. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further

3/28/35

resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

7. That this resolution be entered in full in the minutes and records of this Commission.

The motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by unanimous vote of the Commission.

Commissioner Aldrich also offered and moved the adoption of the following resolution authorizing the condemnation of right of way across the properties of Charles H. Metzker and T. A. Hosey for the improvement of the Gales-Tunnel Section of the Old Oregon Trail in Baker County.

R E S O L U T I O N

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Gales-Tunnel Section of the Old Oregon Trail;

land and property owned by or in possession of the following parties and/or persons, to-wit:

Charles H. Metsker
T. A. Hosey and Emma May Hosey

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly





locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by the unanimous vote of the Commission.

The Commission had under consideration the disposal of State Highway Fund warrant No. R-42356 dated March 3, 1932, in the amount of $250 in favor of W. W. Holden, Perry, Oregon, which warrant was tendered in payment for right of way that the State secured from Mr. Holden in a condemnation suit tried in

the Circuit Court of Union County on March 24, 1932. In this connection a letter was presented from Mr. C. K. McCormick, County Clerk of Union County, returning the warrant to the Commission, stating that he has endeavored a number of times to persuade Mr. Holden to accept this warrant, but he repeatedly refuses to do so, and he recently requested in writing that the warrant be returned to the State Highway Commission, and that the Commission be advised that he is donating this right of way. After some discussion the Commission referred this matter to the Attorney to dispose of the warrant in accordance with legal requirements.

The Commission considered a letter from Alfred A. Loeb, Portland, directed to Governor Charles H. Martin, suggesting that the State purchase several parcels of land adjacent to the Oregon Coast Highway in Curry County which, in his estimation, are valuable for recreational areas and should be preserved for future generations. The Commission referred this matter to the Parks Engineer to investigate when he inspects other proposed park areas in the same vicinity.

The Commission considered and signed agreements, as follows:

Agreement with contractor Harold Blake, disposing of his claim for extra compensation arising out of his contract with the State for paving the Halsey Street-Clinton Street Section of 82nd Avenue, Portland;

Agreement with Mountain States Power Company, providing for the furnishing of electrical energy for lighting and operating the Isthmus Slough drawbridge on the Coos River Secondary Highway, near Marshfield, Coos County;

Joint agreement with the City of Pendleton and Oregon-Washington Railroad and Navigation Company, covering the rearrangement of the railroad company's tracks in and adjoining Pendleton, which is required in connection with the state highway improvement at this place;

Joint agreement with the City of Pendleton and the Oregon-Washington Railroad and Navigation Company, providing for the establishment of a railroad grade crossing on Court Street in Pendleton;

Agreement with the City of Pendleton providing for the maintenance by the City of the proposed bridge across Nelson Creek on the Cold Springs Highway wye connection with the Old Oregon Trail in the City of Pendleton, which bridge is being constructed by the State as a Federal Aid project, being known as Project No. NRM 38-C, 1935;

Agreement with C. M. Rasmussen providing for the construction, operation and maintenance of a revised system of irrigation ditches on Mr. Rasmussen's property, in Deschutes County, necessitated by reason of the reconstruction of the Redmond-Bend Section of The Dalles-California Highway across his land;





Agreement with the Physicians & Surgeons Hospital Association, Salem, providing for group insurance covering State Highway Department employes who may desire such insurance.

The Commission considered and signed Bargain and Sale Deeds covering right of way transactions heretofore approved, as follows:

Deed conveying to the Archdiocese of Portland in Oregon 9495 sq. ft. of land, situated in Lots 3 and 4, Block 8, Jones Addition to Toledo, same being consideration for right of way acquired from that institution for the relocation and reconstruction of the Toledo Section of the Corvallis-Newport Highway;

Deed conveying to the United States of America, Lot 12, Block 1, Town of Newport, Lincoln County, being part consideration for lighthouse property at Newport conveyed to the State of Oregon by the Federal Government for right of way for the Oregon Coast Highway at this point;

Deed conveying to the Portland Electric Power Company two parcels of land, containing 0.017 and 0.016 acres, respectively, located in Lot Whitcomb D.L.C., Section 35, Township 1 South, Range 1 East, W. M., Clackamas County. This is an exchange of deeds as provided in the agreement between the State and the Portland Electric Power Company heretofore executed, covering the matter of right of way for the East Portland-Oregon City Highway through the town of Milwaukie;

Deed conveying to the Portland Electric Power Company 0.275 acre of land located in the NE¼ of the SE¼ of Section 35, Township 1 South, Range 1 East, W. M., Clackamas County, being an exchange deed in connection with the securing of right of way for the East Portland-Oregon City Highway through the town of Milwaukie.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. After careful consideration, the Commission adopted the following resolution with regard thereto by unanimous vote, upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich, it being understood, however, that options only shall be secured for the right of way listed therein for the improvement of the Valades Ranch-Flat Creek Section of the John Day Highway:

RESOLUTION AUTHORIZING ACQUISITION OF REAL PROPERTY

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have

been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Bandon Section-Oregon Coast Highway | | | | |
| Jenkins, D. P. | Stock Pile | 0.60 | $ 100.00 Lump Sum | Collier |
| Middleton-Newberg Section-West Side Pacific Highway | | | | |
| Crow, Frank W. | R/W | 0.147 | at $ 250.00 per Ac. plus $38.25 | Benson |
| Copeland, W. H. | " | 0.017 | at $ 600.00 per Ac. plus $25.00 | " |
| Doolittle, Ada M. | " | 0.129 | at $ 600.00 per Ac. plus $110.00 | " |
| W.C.T.U. Children's Farm Home | " | 0.101 | $ 75.00 Lump Sum | " |
| Mary A. Sanderman (Correction) | " | 0.37 | at $ 100.00 per Ac. plus $10.00 | " |
| Barview Section-Oregon Coast Highway | | | | |
| Jackson, R. E. | R/W | 1.9 | $ 50.00 Lump Sum | G. S. Gray |
| Toledo Section-Corvallis-Newport Highway | | | | |
| Ross, Jack | R/W | 3050 sq.ft. | $ 600.00 for land plus $200.00 | McCallister |
| Frederick, P. | Slope Easement | 2600 sq.ft. | 75.00 Lump Sum | " |
| Lincoln County | R/W | 5210 " | Gratis | " |
| Chehalem Creek-Newberg Section-West Side Pacific Highway | | | | |
| Shell Oil Company | R/W | 145 sq.ft. | $ 1.00 Lump Sum | Gardiner |
| Douglas County-Sexton Mt. Section-Pacific Highway | | | | |
| Ward, C. E. | Stock Pile | 1 Acre | $ 50.00 Lump Sum | McCallister |





| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Corvallis-Monroe Section-West Side Pacific Highway | | | | |
| McBee, Richard C. | R/W | 0.45 | at $ 100.00 per acre | McCallister |
| Gales-Tunnel Section-Old Oregon Trail Highway | | | | |
| Roach, Thos. | R/W | 4.01 | 2.6 acres at $100 per Ac.-1.401 Ac. at $10.00 per Ac. plus $162.25 | Parker |
| Gale, Auburn | R/W | 1.17 | $ 100.00 lump sum | " |
| Valades Ranch-Flat Creek Section-John Day Highway | | | | |
| Swift, Mary J. | R/W | 0.39 | at $ 100.00 per Ac. plus $68.00 | Benson |
| Stewart, Horace D. | " | 8.06 | 3.3 Ac. at $10.00 per Ac.-4.76 Ac. at $100.00 per Ac.plus $282.00 | " |
| MacKay, Mary R. | " | 1.32 | at $100.00 per Ac. plus $174.00 | " |
| Hinton, W. B. | " | 0.26 | at $100.00 per Ac. plus $87.75 | " |
| Liveira, Mary S. | " | 3.384 | 1.914 Ac. at $10.00 per Ac.-1.470 Ac. at $100 per Ac.-plus $266 | " |
| Stewart Livestock Co. | " | 8.106 | 1.656 Ac. at $100.00 per Ac.-3.39 Ac. at $10.00 per Ac. 3.06 Ac. at $25.00 per Ac. plus $531.50 | " |
| Stewart, Loring V. | " | 1.694 | at $100.00 per Ac.plus $302.00 | " |
| Stirrett, W. H. | " | 0.68 | at $100.00 per Ac. plus $101.00 | " |
| Moore, Chas. M. Estate | " | 1.26 | at $100.00 per Ac. plus $368.50 | " |
| Ringsmyer, Henry | " | 1.35 | at $10.00 per Ac. plus $204.00 | " |
| MacLennan, Dora | " | 6.304 | 3.53 Ac. at $10.00 per Ac.-2.774 Ac. at $100.00 per Ac. plus $289.00 | " |
| Officer, Floyd L. | " | 1.35 | 0.62 Ac. at $100.00 per Ac.-0.73 Ac. at $10.00 per Ac. plus $222.00 | " |

3/28/35

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Valades Ranch-Flat Creek Section-John Day Highway (cont.) | | | | |
| Murray, Jennie | R/W | 1.34 | 0.47 Ac. at $100.00 per Ac.-0.87 Ac. at $10.00 per Ac. plus $272.00 | Benson |
| Miller, Homer R. | " | 0.106 | at $25.00 per Ac. plus $20.00 | " |
| Oliver, Frank & Bales, W.C. | " | 4.80 | at $100.00 per Ac. plus $31.50 | " |
| Starrett, James A. | " | 1.9 | at $10.00 per Ac. plus $135.50 | " |
| Ford, R. A. Estate | " | 0.37 | at $100.00 per Ac. plus $116.00 | " |
| Abiqua Section-Cascade Secondary Highway #160 | | | | |
| Morley, J. C. | Stock Pile | 0.517 | $ 35.00 Lump Sum 3 Yr. Lease | Chandler |
| Pendleton Section-Old Oregon Trail Highway | | | | |
| Gammey, Alexander | R/W | 24.7 | at $50.00 per Ac. plus $1187.50 | Parker |
| Harrah, Rose | " | 10.41 | 7.01 Ac. $350.50 Lump Sum-3.40 Ac. $170.00 Lump Sum plus $468.60 | " |
| Hartung, E. H. | " | 1.09 | $50.00 Lump Sum plus $40.25 | " |
| Unionvale-Stratton Section-Salem-Dayton Secondary Hwy. | | | | |
| Israel Booth | R/W | 1.13 | at $100.00 per Ac. plus $54.00 | McCallister |
| Yungen, Christian | " | 1.38 | at $100.00 per Ac. plus $140.75 | " |
| Hackett, Sarah A. | " | 0.01 | at $1.00 Lump Sum | " |
| Childers, Emma C. | " | 0.43 | at $100.00 per Ac. plus $60.00 | " |
| Stratton, James J. | " | 1.45 | at $100.00 per Ac. plus $202.50 | " |
| Holman-Meiners Ranch Section-Pendleton-Cold Springs Hwy. | | | | |
| Harp, R. L. | Stock Pile | 0.21 | $ 25.00 Lump Sum | Williams |
| Sherman County-Columbia River Highway | | | | |
| McDonald, Mattie | Stock Pile | 1.18 | $ 25.00 Lump Sum-8½ Mos. Lease | Lytle |





| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| La Grande Section-Wallowa Lake Highway | | | | |
| Eastern Oregon Light & Power Company | R/W | 1740 sq.ft. | Land Gratis plus $24.00 | Parker |
| Curry County-Oregon Coast Highway | | | | |
| Ewan, Lula | Stock Pile | 0.39 | $117.00 Lump Sum | " |
| First Nat'l. Bank of Portland | " | 0.41 | $135.00 Lump Sum | Parker |
| First Nat'l. Bank of Portland | " | 0.55 | $105.00 Lump Sum | " |
| First Nat'l. Bank of Portland | Gravel Site | 1.0 | $250.00 Lump Sum | " |
| First Nat'l. Bank of Portland | " | 2.9 | 3 cents per Cubic Yard | " |
| La Grande Section-Old Oregon Trail Hwy. | | | | |
| Shillal, Elizabeth B. | R/W | 2.23 | $200.00 Lump Sum | Schannep |

The Commission had under consideration the matter of acquisition of right of way for the proposed relocation of the Columbia River Highway across the property of E. G. Gudhart at Eagle Creek, Multnomah County. The Engineer explained that Mr. Gudhart owns about 28 acres of land at this point on which he is now conducting a public camp ground, and he alleges that if the highway and the railroad are constructed across his property, as is now proposed, he will be severely damaged thereby and will suffer great financial loss. The Engineer also explained that about 10 acres of Mr. Gudhart's land will be flooded by water impounded by the Bonneville Dam and about 7 acres are to be taken for relocation of the railroad, leaving about 11 acres available for other purposes, including the highway, which it is proposed to reconstruct in a deep cut across this property alongside of the railroad. The Attorney advised that a portion of Mr. Gudhart's property outside of the right of way limits is desirable as an addition to the state park system, and for that reason he has negotiated with Mr. Gudhart for the purchase of his entire holdings, for which Mr. Gudhart demands approximately $75,000. He said that he considered this amount far in excess of the value of the property and inquired whether he should negotiate further on the basis of acquiring the entire property or confine his efforts to the acquisition of right of way only. The Engineer gave as his thought that the negotiations should be continued on the basis of acquiring all of Mr. Gudhart's property for the benefit of the public. He concurred in the Attorney's opinion that $75,000 is entirely too much to pay for the property and suggested that, if it cannot be purchased for a reasonable sum, the property be condemned. After considerable discussion of this subject, the Commission instructed the Attorney to continue negotiations on the basis of acquiring all of Mr. Gudhart's holdings and report the results thereof at the next meeting.

Consideration was also given by the Commission to the matter of acquiring right of way for the proposed water-grade highway up the Columbia River from Troutdale to Cascade Locks. The Attorney reported that extreme difficulty has been experienced in obtaining options along this section as authorized by the Commission, due to the prevailing opinion that property along the Columbia River will be greatly enhanced by reason of the Bonneville Dam construction and will have considerable value for industrial use when the dam is completed and, as a consequence, nearly all of the property owners have set a high price for the right of way across their holdings. In addition thereto, he said, two of the property owners, viz: Bridal Veil Timber Company and the Columbia Highlands Company, have requested a permanent overhead crossing easement for the construction of flumes to carry pulp wood and rock across the highway to barges stationed in the Columbia River. He submitted a list of the property owners who have been contacted regarding right of way, together with a statement of the acreage taken from each and the price demanded for the same, and requested instructions whether to continue negotiations on the basis of purchase or condemnation. He pointed out that of the property owners contacted so far, only three have quoted prices within reason, viz: Corbett Investment Company which has agreed to donate 12.5 acres with water front reservation on the Columbia River; Oscar Schaller, who asks $100 per acre for 2.67 acres; and George Joseph who asks $50 for 6 acres but who has signified his intention to donate an additional 20-acre tract to the State for park purposes. After due consideration of this matter, the Commission instructed the Attorney to close the options for these three properties and to secure options from the remaining owners with the idea in mind that their properties will be condemned if their demands are excessive.

The matter of acquiring rock to be used in connection with the improvement of the Columbia River Highway through the town of Cascade Locks had the attention of the Commission. The Assistant Attorney advised that the only available source of materials is a quarry owned by the State Fish Commission which originally demanded $1.00 per cubic yard for materials taken therefrom, but has since reduced its price to $0.50 per cubic yard. He considered this amount an exorbitant charge inasmuch as the price usually paid by the State for such material seldom exceeds $0.03 per cubic yard. He requested instructions as to what to do and suggested that the Commission personally contact the State Fish Commission relative thereto. After some discussion the Commission referred this matter to Attorney Devers to contact the Chairman of the State Fish Commission in an attempt to secure a lower price for this material.

Mr. Philip Chipman, attorney, representing the law firm of Carey, Hart, Spencer & McCulloch, Portland, came before the Commission at this time regarding the claim of the State Industrial Accident Commission against Lindstrom & Feigenson, highway contractors. He explained that on March 29, 1932, the Highway Commission awarded a contract to Lindstrom & Feigenson for the construction of a bridge across the Clackamas River on the East Portland-Oregon City Highway, a short distance north of Oregon City, the bid of this company being the low one, by the terms of which they were required to carry State Industrial Accident insurance. At the time of submitting their bid, he said, the rate for such insurance was 6½%, which rate they used in their estimate, assuming that it would not be changed on this job; however, before the





work was completed the Industrial Accident Commission raised its rate to 15% on bridge work, thereby causing the contractors extra expense for insurance in the amount of $1,053.93. He further stated that the contractors have refused to pay the extra amount because they do not believe it is a fair charge and they are of the opinion that, if it is finally determined to be a proper charge, then the State Highway Commission should assume the payment thereof. The Engineer stated that on numerous occasions during the past two years he has conferred with the State Industrial Accident Commission regarding this matter with the idea in mind that perhaps a satisfactory adjustment could be made; however, the Accident Commission has repeatedly refused to make any adjustment in its rates, claiming the right under the law to adjust the rates each year. The Commission took the attitude that this claim is not a concern of the State Highway Commission but is one that should be adjusted by the contractors and the Accident Commission, and accordingly declined responsibility therefor.

Mr. Lewis A. McArthur, Secretary of the Oregon Geographic Board, came before the Commission in regard to the naming of the bridge that is now being constructed across the Yamhill River on the Dallas-Coast Secondary Highway at its intersection with the McMinnville-Tillamook Highway in Polk County, concerning which the Commission previously requested his recommendation. Mr. McArthur questioned the advisability of naming this bridge "Yocom Bridge" as requested by Mr. Ira C. Yocom of Sheridan, and the Willamina City Council. He pointed out that this new structure is located only a short distance from the old bridge, known as "Wallace Bridge", which it is to replace, and he gave as his thought that confusion would undoubtedly result if the new bridge is not given the same name, because the old bridge has been known throughout the Willamette Valley for many years as the "Wallace Bridge". He recommended that the name "Wallace Bridge" be retained for the new structure unless some excellent reason developes to justify a change. In view of Mr. McArthur's presentation, the Commission decided unanimously to adopt his recommendation and instructed the Secretary to advise Mr. Yocom and the Willamina City Council accordingly.

The Engineer reported the receipt of an offer from the Clackamas County Court to purchase the motor from the old Wilsonville ferry. He recommended the sale of the motor to the County for the sum of $25. The Commission approved the recommendation by unanimous vote.

A letter was presented from George A. Rhoten, attorney, Salem, regarding the salary check of J. L. Mickalson, deceased, former employe of the State Highway Department, in which he asked the Commission to forego legal formality and deliver the check, which amounts to between $30 and $40, to Mrs. Mickalson who is in destitute circumstances and has two children to support. The Commission referred this matter to the Attorney for disposal.

The Commission had under consideration a claim of Mr. Harold Schroeder, Dallas, Oregon, for reimbursement in the sum of $50 for expense incurred by him as the result of an accident that occurred on the 27th day of December, 1934, when he drove his car into a hole in the Salt Creek

3/28/35

bridge located on the Dallas-Coast Secondary Highway in Polk County. The Engineer explained that the bridge is located on a county road which was used as the route of the Dallas-Coast Secondary Highway before this highway was reconstructed, and is now used only as a connecting road to the highway from the Ballston District. He further stated that an investigation of the bridge shows that it failed at the south abutment as the result of a channel change in Salt Creek, which was constructed by the State in connection with the secondary highway improvement. On account of the fact that the bridge is no longer used as a secondary highway structure, he questioned the responsibility of the Commission for the accident. However, he recommended the payment of Mr. Schroeder's claim in view of the fact that the channel change, constructed by the State, was a contributing factor in the failure of the bridge. The Attorney also recommended payment of the claim notwithstanding that there is some question as to the liability of the Commission. He gave as his opinion that the Commission has legal authority to pay the claim inasmuch as the bridge was used at one time as a secondary highway structure, and for the further reason that the State's activities at this location were largely responsible for the condition of the bridge at the time that the accident occurred. After some discussion on this matter and in view of the explanation and opinions of the Engineer and the Attorney, the Commission voted unanimously to pay the claim and instructed the Engineer to honor a voucher in the amount thereof.

The Engineer requested authority to purchase two 6-ton hydraulic presses, one for use in the highway shops at Salem, and the other for use in the La Grande Shops, estimated to cost $280 each. He explained that at present it is necessary to have the pressing work done by commercial concerns, which is rather costly, and considerable saving could be made if the State owned its own presses; furthermore, the delays encountered in transporting the equipment to the commercial concerns, and the expense thereof, could be eliminated to a large extent. The Engineer also requested authority to purchase fifteen new automobiles of the Ford and Chevrolet type, at an estimated cost of $10,500, to replace fifteen old cars, which have been driven approximately 100,000 miles each and are now costly to keep in repair. He recommended that the fifteen old cars be traded in as part purchase price on the fifteen new cars. After some discussion the Commission, by unanimous vote, authorized the Engineer to purchase the two presses and to trade in fifteen old automobiles as part purchase price on fifteen new automobiles of Ford and Chevrolet type, as he requested, the transaction to be consummated through the State Purchasing Agent in accordance with the usual practice.

A letter was presented from the North Tillamook County Chamber of Commerce, Wheeler, Oregon, in which the Commission is urged to take over as a Secondary State Highway, the county road extending from the railroad overcrossing structure on the Oregon Coast Highway near Wheeler, to a connection with the Neahkahnie Mountain Road near Manzanita. The Commission deferred action on this matter pending a general inspection of secondary state highways throughout the State, which is planned for some convenient time in the future.

There was presented to the Commission, for consideration, a copy of a letter from the Eugene Carpenters and Joiners Union to Mayor Elisha Large,





Eugene, Chairman of the Lane County Relief Committee, protesting against the employment of relief labor on the State Highway Department maintenance building which is now being constructed in Eugene as an SERA project, and urging that labor for this work be secured from their Union so as to keep their members off the relief rolls of Lane County. It appeared that the Commission could do nothing about the matter, hence no action was taken thereon.

Letters were also presented from Mrs. Evangeline Hinsdale, Mrs. Sarah Kiernan Caswell, Mrs. Nora M. Burton, all of Reedsport, and Reedsport Chamber of Commerce, urging the Commission to acquire certain strips of land lying between the Umpqua Highway and the Umpqua River between Reedsport and Scottsburg, so as to preserve the scenic beauties of these locations in their natural state, and to eliminate any possibility of their being desecrated by obnoxious signs, billboards, hot-dog stands, etc. The Commission indicated its desire to preserve the scenery along this highway, and accordingly authorized the Engineer to carry on negotiations for the acquisition of the areas mentioned in the letters, with a view in mind of purchasing these areas when funds become available if they can be obtained at reasonable cost.

The matter of paying for the use of the Public Service Building auditorium, in which to hold its regularly scheduled meetings, had the attention of the Commission. The Secretary reported that as previously instructed, he contacted the president of the Pacific Power & Light Company which owns the building, and tentatively agreed on a price of $15.00 per day for the use of this room, although the Pacific Power & Light Company preferred to make no charge whatsoever. The Commission decided that it would be advisable to pay for the use of the room and approved the payment of $15.00 per day therefor, which charge is to reimburse the Pacific Power & Light Company for its extra expense of janitor service, lights, etc. The Secretary was instructed hereafter to pay the Pacific Power & Light Company for the use of its rooms, also to pay for similar service heretofore rendered at the same rate.

The Commission had under consideration the matter of regulating the parking of automobiles at the west end of the Willamette River bridge at West Linn, Clackamas County, where a dangerous condition exists on account of unregulated angular parking. A question arose as to the status of this road as a state highway. The Attorney was instructed by the Commission to investigate the matter and report at the next meeting. Accordingly, action thereon was deferred.

The Commission took no action on the following communications which were presented for consideration:

Resolution from the Lower Columbia Associated Chambers of Commerce urging improvements to the Lower Columbia River Highway through Columbia County to Seaside in Clatsop County.

Telegram from County Judge George A. Potter, Sherman County, requesting the construction of the Kent-Shaniko Section of the

3/28/35

Sherman Highway, and the grading of the Grass Valley-Sherars Secondary Highway just east of Buck Hollow Bridge, Sherman County.

Telegram from County Judge Fred Reynolds, Lake County, urging early completion of the Fremont Highway.

Telegram from the La Grande Chamber of Commerce urging completion of the Lewiston-Enterprise road in Wallowa County.

Consideration was given by the Commission to the following requests for extensions of time in which to complete highway construction projects:

Averill & Philpott, contract No. 1666 for the construction of a bridge over Burnt River on the Baker-Unity Highway near Unity, Baker County, requested an extension of time of 60 days to May 10, 1935, in which to complete this job, giving as their reason that bad weather conditions prevented the pouring of the concrete bridge deck. The Engineer recommended that the completion date be extended 40 days instead of 60 days as requested and that the contractor be not penalized for failure to complete the job within the specified time limit. The Commission approved the Engineer's recommendation by unanimous vote.

Teufel & Carlson, Contract No. 1640, for the construction of a bridge over the Umpqua River on the Oregon Coast Highway between Gardiner and Reedsport in Douglas County, requested that the completion date on their contract be extended 20 days on account of certain changes which necessitated deeper foundations for pier No. 4 of the structure, and increased the quantities of excavation and seal concrete involved therein. The Engineer advised that it is true that the quantities in pier No. 4 have been increased; however, there is a possibility that before the bridge is completed, the quantities of some of the other items may decrease so as to compensate for the present increase in quantities. He further stated that in his estimation it is much too early in the progress of the job to be granting time extensions for every little increase in quantities; furthermore, all of the other contractors on Coast Highway bridge construction have been told that requests for extensions of time will not be considered until their jobs are practically complete and it can be determined whether or not such requests have any meritorious basis. He recommended that the request of Teufel & Carlson be denied without prejudice to a similar request at the completion of their contract. The Commission adopted the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1646 with Itschner & Rigdon, for surfacing Rock Creek and Eagle Creek Sections of Woodburn-Sandy Secondary State Highway in Clackamas County; completed February 25, 1935;

Contract No. 1663 with Joslin & McAllister, for surfacing





Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County; completed March 6, 1935;

Contract No. 1669 with A. S. Wallace, for furnishing crushed gravel for the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County; completed January 21, 1935;

Contract No. 1694 with Mountain States Construction Company, for paving South Ashland Section of the Pacific Highway in Jackson County; completed March 18, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1646 with Itschner & Rigdon, for surfacing Rock Creek and Eagle Creek Sections of Woodburn-Sandy Secondary State Highway in Clackamas County;

Contract No. 1663 with Joslin & McAllister, for surfacing Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County;

Contract No. 1669 with A. S. Wallace, for furnishing crushed gravel for the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County;

Contract No. 1694 with Mountain States Construction Company, for paving South Ashland Section of the Pacific Highway in Jackson County.

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:30 o'clock p. m.

Chairman

Commissioner

State Highway Engineer

Secretary

Commissioner

PART 2

OF

VOLUME XX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD,

F R O M

SEPTEMBER 26, 1935

THROUGH

JANUARY 8, 1936

- - - -

OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner (September 26, 1935 - October 8, 1935)
F. L. Tou Velle, Commissioner (October 9, 1935 - January 8, 1936)

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

TABLE OF CONTENTS


| Page | Date 1935 | Subject |
|---|---|---|
| 5884 | Sept. 26 | Hood River County. H. E. Edson, Portland, requests permission to haul logs over Columbia River Highway in Mosier. |
| | | Multnomah County. Engineer reports on Front Street & Foothills Boulevard projects in City of Portland |
| 5885 | | Metropolitan Association of Portland regarding Front St. & Foothills Boulevard improvements in Portland |
| 5887 | | Frank H. Troll, Grants Pass, requests permission to construct a marquee overhanging Pacific Highway at Grants Pass. |
| | | Payrolls. Engineer's submits graph showing total accumulative payrolls for 1931-1935. |
| | | Salaries. Engineer authorized to pay salaries of employees in conformity to adjustments authorized by 1935 Legislature. |
| 5888 | | Log hauling. Engineer reports on request of Sumpter Valley Pine Company and Stoddard Lumber Company's request. |
| | | Charles P. Pray, Superintendent of State Police, writes in regard to operation of overwidth busses over highways. |
| 5889 | | Violation of labor provisions on federal aid contracts. Engineer reports. Matter referred to Bureau of Public Roads. |
| | | George Lammers, Eugene. Attorney reports he is attempting to defeat competitive bidding for moving buildings. |
| | | Barbur Boulevard. Engineer reports that footpath is being used as a bridle path. No action taken. |
| 5890 | | Waldport Lions Club requests Commission to construct culvert in connection with Club's flood control project in Waldport. |
| | | Charles Raffety submits claim for overtime put in in 1930 & 1935. No action taken. |
| | | Multnomah County. Vancouver Avenue extension designated as secondary highway. Resolution adopted. |
| 5892 | | Old Oregon Trail. Resolution designating route through Pendleton |
| 5895 | | Wallowa Lake Highway. Resolution designating route through Enterprise adopted. |
| 5897 | | Lane County. County Court requests designation of Prairie Road as Secondary State Highway. Resolution adopted. |
| 5899 | | Tillamook County. Hebo-Dolph Section of McMinnville-Tillamook Highway retained for public purposes. Resolution in regard thereto. |
| 5901 | | Clatsop County. Astoria-Svensen Section of Columbia River Highway turned over to Clatsop County as highway has been reconstructed on new alignment. Resolution inre thereto. |
| 5903 | | Oregon City. Hearing in regard to rerouting East Portland-Oregon City Highway through Oregon City. |
| 5910 | | Pendleton. Commission authorizes construction of connecting track between Northern Pacific and Union Pacific tracks necessitated by East Pendleton grade separation project. |
| | | City of Pendleton submits petition requesting removal of Northern Pacific tracks from Webb Street |
| 5911 | | Signs. Grants Pass Ministers' Association requests permission to erect "Welcome" signs at outskirts of Grants Pass |
| | | Jackson County. County Engineer requests survey of Little Butte Secondary Highway. Survey authorized |

| Page | Date 1935 | Subject |
|---|---|---|
| 5911 | Sept. 26 | Columbia County. Winema Grange No. 652 requests improvement of Nehalem Secondary Highway in vicinity of Camp Boyington. |
| | | Multnomah County. Board of County Commissioners and various other organizations request safety measures for protection of school children on Barbur Boulevard Extension. |
| 5912 | | Wolf Creek Highway. Attorney's report on acquisition of right of way and timber. Condemnation authorized where necessary. |
| | | Salmon River Highway. Acquisition of timber strips authorized. |
| | | Clatsop County. Settlement with Rupp Investment Company for timber acquired for right of way for Wolf Creek Highway discussed. Clatsop County originally acquired this right of way. |
| 5913 | | Washington County. Agreement with County Court and Consolidated Timber Company in regard to acquisition of right of way for Wilson River Highway across timber company's holdings |
| | | Marion County. Resolution authorizing condemnation of property owned by Albert Estate, Salem, between Mehama and Mill City. |
| 5915 | | Acquisition of real property needed for various highway improvements. Resolution adopted. |
| 5918 | | Conference. Engineer requests permission to attend "Fall Conference on Modern Bituminous Practice" in Helena, Montana. |
| | | "Slorry Base." Commission authorizes J. N. Bishop and H. G. Smith to inspect "Slorry Base" pavement in Sacramento. |
| | | Douglas County. Commission authorizes Attorney to attend tax sale of County to acquire right of way for revised location of Umpqua Highway between Reedsport and Scottsburg. |
| | | Extensions of Time:<br>Saxton & Looney; Necanicum-Elsie Section<br>Jacobsen-Jensen Company; Deadman Creek-Brooks Section<br>Berke Bros., Inc.; Barron Creek-Torrent Creek Section<br>R. I. Stuart & Sons; Klamath Rock Production Project<br>Edlefsen-Weygandt Company; West Entrance, The Dalles Section<br>J. W. & J. R. Hillstrom; Empire-Pigeon Point Section<br>A. G. Plant Company; Bridge over Sucker Creek |
| 5921 | | Contracts completed and accepted:<br>Bridge over Mill Creek, Averill & Philpott<br>Bridge over Nelson Creek, W. W. McFarland |
| 5922 | | Bargain and Sale Deed signed conveying to City of Pendleton right of way for O.W.R. & N. Company's wye tracks |
| 5923 | Oct. 7 | W.P.A. projects on Wilson River and Wolf Creek Highways discussed. Telegram to E. J.Griffith regarding same |
| | | East Portland-Oregon City Highway through Oregon City. Engineer's report on economic features rendered. |
| 5924 | | Powell Valley Road selected as alternate route from Portland to Mt. Hood. |
| | | Foster Road improvement to be undertaken if Clackamas County furnishes right of way. |
| | | Haskin & Brooks Construction Company request acceptance of Bolon Island grading contract. Decision deferred. |
| 5925 | | Columbia County. Engineer's report on reconnaissance surveys of suggested routes for highway extending from Lower Columbia River Highway, near St. Helens, to Nehalem Secondary Hwy. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5926 | Oct. 7 | Rufus C. Holman, State Treasurer, requests set of graphs showing State's finances. Request granted. |
| | | Log hauling. Engineer reports violation of weight limits on various highways. |
| 5927 | | Oiling program for 1936 discussed. Program adopted. |
| | | Astoria. Commercial Street-Franklin Avenue project discussed. Fill construction to be undertaken as state project. |
| 5928 | | Luke M. Bleakney, Aloha, requests new drain tile and filling in of ditch in front of his property on Tualatin Valley Hwy. |
| | | Signs. Engineer requests instructions in regard to removal of signs of various service clubs. No action taken. |
| | | Salaries. Rates of C. H. Darby, Joseph A. Weber, and Cecil Gardner adjusted. |
| 5929 | | Coos County. Butler Brothers, Marshfield, request improvement of Coos River Secondary State Highway. No action. |
| | | Travel and Information Department. Selection of committee of 12 men to act in advisory capacity. |
| 5930 | | Jefferson County. County Judge requests designation as secondary state highway of road from Camp Sherman to connection with the Santiam Highway. Request denied. |
| | | Parks Engineer Boardman reports on following:<br>State Land Board to be asked to transfer Saddle Mountain property to State |
| 5931 | | Short Sand Beach State Park, Tillamook County. Offer of S. G. Reed and Tillamook County accepted.<br>W. P. Sinnott property to be condemned.<br>Multnomah County offers to deed land adjacent to "Figure 8" and land at Troutdale. Offer accepted |
| 5932 | | Deed from Federal Government accepted transferring 975 acres at Cape Lookout; also land at Heceta Head<br>Acquisition of property at end of Rogue River bridge, Curry County, discussed. Property owned by Macleay Estate Company and F. S. Moore<br>State park at McCord Creek named in honor of Mrs. Jessie M. Honeyman.<br>Acquisition of land adjoining Devil's Punch Bowl State Park, owned by F. W. Leadbetter, authorized. |
| 5933 | | Mr. Giesendorfer offers to sell 400 acres on Santiam Highway, Linn County, for park purposes. No action. |
| | Oct. 8 | Bids opened and read:<br>Nehalem River-Rock Creek Section, grading and clearing |
| 5934 | | Redmond-Bend Section, bridge construction<br>Units 1 & 5, Redmond-Bend Section, grading<br>Storage building at Salem Shops<br>Brooks-Jordan Creek Section, culverts |
| 5935 | | Rock Creek-Wallowa Section, regrading and surfacing<br>Clear Lake-Clear Creek Section, regrading and surfacing |
| | | F. L. Tou Velle introduced by Chairman Cabell as new highway Commissioner. |
| | | Oregon City. Delegation headed by Fred S. Perrine, regarding allocation of federal funds reserved for Oregon City |

| Page | Date 1935 | Subject |
|---|---|---|
| 5937 | Oct. 8 | Oregon City. Reallocation of funds reserved for Oregon City project discussed. |
| | | Southern Pacific grade separation structure on Beaverton-Aurora Secondary Highway. Survey ordered. |
| | | Southern Pacific viaduct near Inman-Poulsen mill in Portland. Survey and plans authorized. |
| | | Oregon City. Announcement made to Press of Commission's decision to defer improving route through Oregon City |
| 5938 | | Southern Pacific grade separation north of Salem. Approval to plans by railroad officials sought |
| 5939 | | Powell Valley Road selected as alternate route of highway between Portland and the Mt. Hood district. |
| | | Clackamas County. Foster Road extension for benefit of farmers to be undertaken by County. State to use $50,000 previously budgeted for this road for county road oiling. |
| | | Columbia County. W.P.A. projects discussed. Commission recommends fixing up present road between Pittsburg and St. Helens. |
| | | Union County. Conference with County Court regarding acquisition of rights of way. |
| 5940 | | Court requests completion of Weston-Elgin Secondary Highway |
| | | Island City-Cove Secondary Highway oiling requested |
| | | Medical Springs Secondary Highway improvements requested |
| | | County Court requests designation as secondary highway of road from North Powder to connection with Haines-Anthony Secondary Highway. Request denied. |
| | | Polk County. Conference with County Court regarding acquisition of rights of way. |
| | | Perrydale Road west from McCoy to be constructed |
| 5941 | | Harney County. Conference with County Court regarding acquisition of rights of way. |
| | | County Court and Archie McGowan confer in regard to Central Oregon, Lakeview-Burns and Canyon City-Burns Highways |
| | | Wasco County. County Judge asks reallocation of money set up for The Dalles-Boyd project to Dufur-Forest Boundary project. |
| 5942 | | Morrow County. Conference regarding acquisition of rights of way. |
| | | County Court requests improvement of three secondary highways. |
| | | Klamath County. Conference with County Court regarding acquisition of rights of way. |
| | | Merrill-Hatfield Road discussed. County agrees to acquire right of way, if possible. |
| | | Klamath Falls-Lakeview Highway oiling work requested. |
| | | Dairy-Bonanza Highway improvements requested. |
| | | Improvement at Lost River Bridge, near Merrill, requested. |
| | | Shasta Cascade Wonderland Association meeting discussed |
| 5944 | | Awards of contracts announced: |
| | | Nehalem River-Rock Creek Section, Wolf Creek Highway |
| | | Redmond-Bend Section, The Dalles-California Highway - bridges or culverts |
| | | Redmond-Bend Section, Units No. 1 and No. 5 |
| | | Storage building at Salem Shops |

| Page | Date 1935 | Subject |
|---|---|---|
| 5944 | Oct. 8 | Award of contracts (continued) |
| | | Brooks-Jordan Creek Section, Wilson River Highway |
| 5945 | | Rock Creek-Wallowa Section, Wallowa Lake Highway |
| | | Clear Lake-Clear Creek Section, Wapinitia Highway |
| | | Frank C. McColloch, Public Utilities Commissioner. Conference regarding log hauling |
| | | Clatsop County. County Commissioner Elliott confers with Commission also in regard to log hauling |
| | | Josephine County. Letter from County Court advising that County has no use for old bridge across Applegate River |
| | | Douglas County. County Court requests that old bridge across Applegate River be turned over to them. Request granted. |
| | | Hood River County. Commission grants permission for hauling long piling to be used in Eagle Creek Bridge construction |
| 5947 | | School Boy Patrols. Commission authorizes expenditure of $1500 for signs and helmets for School Boy Patrols |
| | | L. G. Apperson, City Engineer of Portland, confers regarding right of way for proposed Front Street project. |
| 5948 | Oct. 9 | Bids as follows opened and read: |
| | | Gardiner-Reedsport Section, grading and surfacing |
| | | Ashland-Neil Creek Section, grading |
| 5949 | | North Unit, Torrent Creek-Wall Creek Section, grading |
| | | Bridge over S. P. tracks near Midland |
| | | Juntura-Chimney Creek Section, Bridges & culverts |
| | | Federal Lands Portion of West Unit, Jordan Creek Section, grading |
| 5950 | | Private Lands Portion of West Unit, Jordan Creek Section, grading |
| | | Superstructure for Eagle Creek Bridge |
| | | Emigrant Hill-Emigrant Springs Section, regrading and surfacing |
| | | Moving Spencer buildings, near Eugene |
| | | Bend. City Manager C. G. Reiter requests Commission to furnish plans for two bridges in Bend - P.W.A. projects |
| 5951 | | Douglas County. County Judge and delegation request improvements to Pacific Highway south of Eugene |
| | | Harris Ellsworth, Editor, Roseburg News-Review, requests permission to transport 135' pole from Drain to Roseburg. |
| | | Multnomah County. County Roadmaster Buck requests Commission to make written request that the county purchase right of way for grade elimination projects. |
| 5952 | | County accepts portion of West Side Pacific Highway in Multnomah County which was abandoned by State. |
| | | Columbia County. W.P.A. road project between St. Helens and Vernonia discussed by County Judge and L. R. Rutherford. No action taken |
| | | Road from St. Helens to Spitzenberg discussed; also Cater Road from Yankton to Spitzenberg. |
| | | L. J. Simpson, Empire, regarding Cape Arago Secondary Highway. Offers to deed 0.6 mile of shore line. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5953 | Oct. 9 | Marshfield. City submits resolution requesting designation as secondary highway of road from Marshfield to connection with Cape Arago Secondary Highway at Empire |
| | | E. C. Hall confers with Commission in regard to Gardiner-Reedsport Section. |
| 5954 | | Douglas County. Haskin & Brooks contract for Bolon Island Section discussed. Decided to request them to complete it. |
| | | Coos County. Conference with County regarding acquisition of rights of way |
| 5955 | | Western Battery Separator Company requests permission to construct private roadway under Isthmus Slough Bridge |
| | | Curry County. Conference with County Court regarding acquisition of rights of way. |
| | | County Courts requests improvemts to Squaw Valley Road and on road from Prairie Landing to Gold Beach. |
| 5956 | | Port Orford Dock Road promised. |
| | | Awards as follows announced: |
| | | Gardiner-Reedsport Section, grading & surfacing |
| | | Ashland-Neil Creek Section, grading |
| | | North Unit, Torrent Creek-Wall Creek Section, grading |
| | | Bridge over Southern Pacific tracks, near Midland |
| 5957 | | Juntura-Chimney Creek Section, bridges and culverts |
| | | Federal Lands Portion of West Unit, Jordan Creek Section, grading |
| | | Private Lands Portion of West Unit, Jordan Creek Section, grading |
| | | Superstructure for Eagle Creek Bridge, near Bonneville |
| | | Emigrant Hill-Emigrant Springs Section, regrading and surfacing |
| | | Removal of "Spencer" buildings on Junction City-Eugene Secondary Highway |
| 5958 | | Bids. Chairman Cabell makes announcement regarding unbalanced bids. |
| | | Log hauling. Capt. H. G. Maison of the Department of State Police confers with Commission. |
| | | Douglas County. Haskins & Brooks renew request for termination of their contract for construction of Bolon Island Section |
| 5959 | | Hood River County. Conference with County Court regarding acquisition of rights of way |
| | | County Court requests straightening of Columbia River Highway and improvement to Hood River Secondary State Highway |
| | | Benton County. Conference with County Court regarding acquisition of rights of way |
| 5960 | | Tampico Market Road. Commission and County agree to include this road in current program . |
| | | Clackamas County. Allocation of federal county road money discussed. Foster Road extension outlet to be undertaken by County. |
| 5961 | | Oiling projects to be financed with Federal funds considered. |
| | | Condemnation proceedings authorized on following sections: |
| | | Chimney Creek-Juntura Section, Forest Jones heirs |

| Page | Date 1935 | Subject |
|---|---|---|
| 5962 | Oct. 9 | Condemnation proceedings (continued) |
| | | Junction City-Eugene Secondary, Michael N. Gent, Anthony P. Blais, Sarah E. Conger |
| | | Ashland-Neil Creek Section, Denver W. Kincaid, et al |
| 5963 | | Multnomah County. Tooth Rock Tunnel lining authorized. |
| | | Letter recommending reallocation of funds for Tooth Rock Tunnel signed |
| | | Agreements, et cetera, signed, as follows: |
| | | Edlefsen-Weygandt Company covering payment for extra work on South Unit of Portland-Milwaukie Section; |
| | | Southern Pacific Company canceling lease for gravel storage site at Myrtle Point; |
| | | Great Northern Railway Company regarding proposed bridge over spur tracks on Klamath Falls-Weed Highway; |
| | | Ladd & Bush Bank, regarding sale of bridge revenue bonds; |
| 5964 | | Malheur County, maintenance of section of I-O-N Highway from Owyhee River to 26 miles west of Jordan Valley; |
| | | Malheur County, maintenance of bridge over Owyhee River |
| | | Bargain and Sale Deed conveying to Elizabeth A. Ireland land adjacent to The Dalles-California Highway near Bend |
| 5965 | Oct. 16 | Klamath Falls. Chamber of Commerce entertains Commission. |
| | | Delegation regarding improvement of Dairy-Bonanza Highway. |
| | | Delegation urging reconstruction of The Dalles-California Highway from Malin to State Line. |
| | | Merrill-Lava Beds Highway discussed |
| 5966 | | Improvement of road from Chiloquin to connection with Klamath-Lakeview Highway asked by delegation. |
| 5967 | | Travel and Information Department. Commissioner Tou Velle confirms appointment of committee selected on Oct. 8. |
| | | Automobiles. Commission authorizes purchase of 10 new ones. |
| | | Claims against Department employes. Commission decides to continue present policy in this regard. |
| | | Sale of old storage tank at Sand Creek Patrol Station authorized to R. H. Wilson, Ft. Klamath. |
| | | Clackamas County. Parking of cars at west end of Willamette River Bridge discussed. Attorney to investigate. |
| | | Maintenance material. Engineer authorized production of 16,400 cu. yds. for Seaside-Mohler Section and Cannon Beach-Junction-Austin Point Section. |
| 5968 | | Engineer authorized to contract for maintenance material for Green Springs Highway. |
| | | Communications: |
| | | Letter from National Old Trails Committee thanking Commission for permission to erect marker honoring Father DeSmet. |
| | | Letter from Orlin Knight, Seattle, requesting 30-day extension of time in which to remove old batteries. |
| | | Letter from W. C. Harding and Geo. K. Quine, urging consideration of various projects in Douglas County |
| | | Coos County: County Court offers to purchase old Nash Quad truck for $20. Offer accepted. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5968 | Oct. 16 | Hood River. A. S. Kolstad sends copy of letter to Charles P. Pray complaining of mufflers on trucks operating through Hood River |
| 5969 | | Communications:<br>Letter from R. Mershel, Los Angeles, endorsing establishment of emergency hospitals every 20 miles along highways<br>City of Newberg submit copy of ordinance adopted designating First Street as Stop Street<br>Clatsop County. Commission confirms action of Sept. 26 in regard to payment for land acquired by County from Rupp Investment Company<br>E. G. Gudhart. Commission decides to acquire right of way for new Columbia River Highway by condemnation.<br>Aurora. Commission authorizes Engineer to advertise house and lot for sale in Aurora.<br>Multnomah County. State park adjacent to Columbia River Highway east of Horse Tail Falls named "Ainsworth Park" |
| 5970 | | Coos County. Coos Bay Pulp Corporation, Empire, request Commission to take over "Empire Cut-Off" Road<br>Clatsop County. Nehalem Valley Grange No. 804 requests improvement of ditches and roadbed of Nehalem Secondary Highway.<br>Columbia County. Residents of Mist, Vernonia and Birkenfeld request oiled macadam from Pittsburg to Clatsop County Line.<br>Klamath Falls. Harry D. Boivin, requests, on behalf of Fred Stebbins, permission to move house on The Dalles-California Highway. Request denied.<br>Lincoln County. Attorney's report on status of acquisition of property for proposed park site along Siletz River.<br>Moving of buildings. Commission orders that, in so far as possible house moving projects shall be advertised. |
| 5971 | | Award of contract for Gardiner-Reedsport confirmed to E. C. Hall.<br>Haskins & Brooks contract for Bolon Island Section. Surety company to be notified that Commission expects contractor to complete project before November 30, 1935.<br>Multnomah County. Engineer authorized to confer with County Commissioners in regard to railroad grade elimination projects. |
| 5972 | | Agreements, et cetera, signed as follows:<br>Brookfield Company, Astoria, extending agreement for opening of Skipanon River drawbridge on Oregon Coast Highway;<br>Oregon-Washington Railroad and Navigation Company providing for encroachment of Wallowa Lake Highway at Bear Creek<br>Acquisition of real property authorized. Resolution adopted. |
| 5975 | | Fence construction. Standardization of right of way fence discussed. Engineer to prepare designs of different types.<br>Harold B. Say authorized to attend convention of Shasta-Cascade Wonderland Association in Red Bluff, California<br>Extensions of time:<br>Tom Lillebo, bridges over Applegate River and Grays Creek<br>Kern & Kibbe, Foster Road-Flavel Street Section of 82nd Ave. |
| 5976 | | Contracts completed and accepted:<br>Necanicum-Elsie Section, Saxton & Looney |

| Page | Date 1935 | Subject |
|---|---|---|
| 5976 | Oct. 16 | Contracts completed and accepted: (cont.)<br>Deadman Creek-Brooks Section, Jacobsen-Jensen Company;<br>Barron Creek-Torrent Creek Section, Berke Bros.;<br>Yamhill River-Salt Creek Section, Theo. Arenz;<br>Murphy-Grays Creek Section, E. C. Hall<br>Toledo Section, E. C. Hall<br>Bridge over Rhea Creek, O. N. Pierce<br>State Hospital-Ash Street Unit, Itschner & Rigdon |
| 5977 | | Bridge over Umatilla River, C. J. Montag & Sons<br>Bridge over Chehalem Creek, C. J. Montag & Sons<br>Empire-Pigeon Point Section, J. W. & J. R. Hillstrom<br>Golden Ave.-Johnson Ave. Unit in Marshfield, R. I. Stuart & Sons<br>Bridge over Sucker Creek, A. G. Plant and Company<br>Foster Road-Flavel Street Section in Portland, Kern & Kibbe |
| 5978 | | Date for October 31 meeting changed to November 7; also date of November 27 previously set changed to December 2. Meeting in January scheduled for January 2, 1936. |
| 5979 | Oct. 28 | Wolf Creek and Wilson River Highways. Conference with W.P.A. officials regarding proposed W.P.A. work.<br>Telegram sent to W. H. Lynch requesting elimination of Glenwood-McNamers Camp Section and Portland-North Plains Section from federal aid system.<br>New survey authorized on Portland-North Plains Section. |
| 5981 | | Multnomah County. Fish pond owned by State Fish Commission in vicinity of Tanner Creek, which will be bisected by new highway, discussed. |
| 5982 | | Grant County. Commission approves inclusion of Branson Creek-Rock Creek Section of John Day Highway in projects for November 7 letting.<br>"Travel and Information Department" selected as official name for newly organized publicity department.<br>Harold B. Say authorized to attend First Annual Convention of the Pacific Northwest Tourist Association in Spokane<br>Von der Hellen, Wm. Claim for extra compensation in connection with Neil Creek-Barron Creek job discussed.<br>Engineer authorized to employ expert witnesses, if necessary. |
| 5983 | | Coos County. Purchase of Golden Falls property from Butler Bros. discussed<br>Johnston, Hanson and Johnston default on contract for grading Units 1 and 5, Redmond-Bend Section.<br>Umpqua Bridge. Power for operation to be furnished by West Coast Power Company.<br>Siuslaw Bridge. Power for operation to be furnished by West Coast Power Company.<br>Ferry Service between Reedsport and Gardiner. Umpqua River Navigation Company's offer for auxiliary service accepted. |
| 5984 | | Baker County. Improvements to Baker-Homestead Highway, as requested by W. W.Evans, Halfway, approved. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5984 | Oct. 28 | Tillamook County. Parks Engineer reports status of acquisition of W. P. Sinnott property for addition to Short Sand Beach State Park. No action taken. |
| | | Parks Engineer's reports as follows: |
| | | Acquisition of wayside timber along Gardiner-Glenada Section. |
| 5985 | | Parks Committee of Lake County Chamber of Commerce request rest rooms along Fremont Highway. Request denied. |
| | | McCord Creek Park, Multnomah County, renamed in honor of John B. Yeon. Action naming this park in honor of Mrs. Jessie M. Honeyman rescinded. |
| 5986 | | Acquisition of proposed park site at south end of Rogue River Bridge. Option authorized from Mr. Moore. |
| | | Signs. Practice of not furnishing signs to counties, municipalities, et cetera, to be continued. |
| | | Practice of signing highway routes through cities to be continued. |
| | | Maintenance of city streets not on highway routes. Commission decides to continue practice of maintaining city streets and to require certified check in the amount of estimated cost. |
| 5987 | | Debts. Outstanding accounts against cities and counties to be listed and submitted at next meeting. |
| | | Communications: |
| | | Letters from various sources complaining of condition of road between Reedsport and Scottsburg; |
| | | Letter from Robert.W. Sawyer regarding cooperation of State Police in checking activities of pole line companies; |
| | | Letter from Rufus C. Holman regarding salary of A. W. Orton; |
| | | Letter from New Era Club of Portland regarding establishment of 45-mile per hour speed limit on state highways; |
| 5988 | | Stayton Chamber of Commerce and Murphy-Gardner Lumber Company request oiling of Aumsville-Asylum Farm Secondary Highway; |
| | | Residents of Elmira and Noti districts request oiling of Eugene-Swisshome Secondary Highway; |
| | | Petition from residents of N. E. Fargo Street, Portland, protesting plans for proposed grade separation structure on 102nd Avenue, east of Portland; |
| | | Letter from V. H. Todd, Sr., Eugene, to Governor Martin, requesting reallocation of money set up for Eugene-Junction City project to "Route F"; |
| | | George D. Williams, Ashland requests cattle pass across Green Springs Highway at Soda Gulch Bridge; |
| 5989 | | Petition from taxpayers and freeholders of Tygh Valley, Wasco County, requesting improvements to Sherar's Bridge Secondary. |
| | | Idaho Power Company requests permission to construct pole line on both sides of Central Oregon Highway. |
| | | Multnomah County. Board of County Commissioners request designation as Secondary Highway of road beginning at intersection of Columbia Blvd, and Vancouver Avenue, Portland, northerly to intersection of Union Avenue. Resolution adopted |
| 5990 | | State Land Board. Matter of payment of 10¢ per cu. yd. royalty on sand and gravel taken from navigable streams. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5991 | Oct. 28 | Extensions of time: |
| | | Wren & Greenough, Forest Boundary-Long Creek Section; |
| | | Jacobsen-Jensen Co., Portland-Washington County Line Sec.; |
| 5992 | | R. I. Stuart and Sons, furnishing crushed rock for Modoc Point and Keno Sections; |
| | | Haskin and Brooks Construction Co., Bolon Island Section |
| | | Harold Blake, Votaw Unit of Multnomah County Line-Newberg Section; |
| | | Oregon Contracting Co., Rickreall Creek-Coast Junction Unit of Salem-Dallas Highway; |
| 5993 | | Joplin and Eldon, Yamhill County Line-Stratton Ranch Sec.; |
| | | F. J. Kernan, Cascade Locks Section; |
| 5994 | | H. C. Rogers, Maupin-Cow Canyon Section |
| | | Contracts completed and accepted: |
| | | Forest Boundary-Long Creek Section, Wren and Greenough; |
| | | Portland-Washington County Line Section, Jacobsen-Jensen Company; |
| | | Modoc Point and Keno Sections, R. I. Stuart & Sons; |
| | | Votaw Unit of West Side Pacific Highway, Harold Blake; |
| | | Rickreall Creek-Coast Junction Unit, Oregon Contracting Co.; |
| | | Yamhill County Line-Stratton Ranch Section, Joplin & Eldon; |
| 5995 | | Cascade Locks Section, F. J. Kernan; |
| | | Piers for Eagle Creek Bridge, Tom Lillebo; |
| | | Maupin-Cow Canyon Section, H. C. Rogers. |
| 5996 | | Agreements, et cetera, signed: |
| | | Edlefsen-Weygandt Company, disposing of claim for extra compensation in connection with South Unit of Portland-Milwaukie Section, Contract No. 1609; |
| | | Berke Bros., Inc., disposing of claim for extra compensation on Barron Creek-Torrent Creek project; |
| | | O. N. Pierce and M. L. O'Neil & Son, regarding adjustment for overhaul on Blue Mountain Pass project; |
| | | Southern Pacific Company, regarding proposed Wall Creek underpass; |
| | | Bureau of Public Roads, regarding maintenance of certain sections of Pendleton-John Day Highway, Tiller-Trail Highway, and Little Sheep Secondary Highway. |
| 5997 | | Lincoln County. Letter directed to City of Toledo consenting to vacation of portion of old Corvallis-Newport Highway in Toledo. |
| 5998 | Nov. 7 | Bids as follows opened and read: |
| | | Gales-Tunnel Section, paving |
| | | Bridges over Burnt River and culvert over Chicken Creek |
| | | Turkey Hill Section, grading and paving |
| | | Branson Creek-Rock Creek Section, resurfacing |
| | | Valade Ranch-Stewart Bridge Section, regrading & surfacing |
| | | Ashland-Jenny Creek Rock Production Project |
| | | Agency Section, grading |
| 6000 | | Paisley-Chewaucan Narrows Section, grading & widening |
| | | Grade Creek-Storm Creek Section, grading |

| Page | Date 1935 | Subject |
|---|---|---|
| 6000 | Nov. 7 | Bids as follows opened and read: (continued)<br>Bridge over Soda Fork of Santiam River<br>O.W.R. & N. Underpass on 122nd Ave. (Buckley Road)<br>Bridge over Spanish Hollow Creek and O.W.R. & N. tracks |
| 6001 | | Pendleton Hill Section, grading<br>Bridge over Rock Creek and Wallowa River<br>Bridge over O.W.R. & N. tracks, Big Eddy Overcrossing Sec. |
| 6002 | | Service Creek-Spray Section, regrading and surfacing<br>Sale of Tugboat "Vega", Enegren Ferry<br>Sale of house, barn, and other property on Junction City-Eugene Secondary Highway, near Eugene<br>Sale of lots in Kraus Addition, Aurura. |
| 6003 | | Douglas County. Delegation from Roseburg request reconstruction of Pacific Highway to eliminate Shady Point Crossing<br>Sherman County. County Court request improvement of Sherman Highway.<br>Haskin & Brooks Construction Company. Attorneys for surety company confer in regard to completion of Bolon Island Section. |
| 6004 | | Astoria. City Manager James O. Convill, confers with Commission regarding dredged fill in Astoria. |
| 6005 | | Columbia Valley Lumbermen's Association confers with Commission in the interest of a more liberal use of timber in highway bridge construction. |
| 6007 | | Senator Milton A. Miller requests services of landscape architect in connection with landscaping in Champoeg Park.<br>Oregon City. Representatives of National Economic Welfare Federation opposes reallocation of funds heretofore set up for Oregon City project. |
| 6008 | | Marion County. Delegation from Stayton, Aumsville and Sublimity urge oil surface on Silver Creek Falls and North Santiam Secondary Highways between Cottage Farm and Aumsville.<br>Yamhill County. Delegation regarding programming of the $30,000 federal relief moneys set aside for county road construction.<br>Bridge over Yamhill River in Sheridan discussed. |
| 6009 | | Redmond-Bend Section, Units 1 and 5. Johnston, Hanson and Johnston default. Contract re-awarded to Parker-Schram Company. |
| 6011 | | Johnston, Hanson & Johnston request release of bid deposit.<br>Request denied. Deposit to be forfeited. |
| 6012 | | Awards announced as follows:<br>Gales-Tunnel Section, grading;<br>Bridges over Burnt River and culvert over Chicken Creek;<br>Turkey Hill Section, grading and paving;<br>Branson Creek-Rock Creek Section, resurfacing and oil mat;<br>Valade Ranch-Stewart Bridge Section, regrading and surfacing;<br>Ashland-Jenny Creek Rock Production Project<br>Agency Section, grading;<br>Paisley-Chewaucan Narrows Section, grading, surfacing etc.;<br>Grade Creek-Storm Creek Section, grading;<br>Bridge over Soda Fork of Santiam River; |

| Page | Date 1935 | Subject |
|---|---|---|
| 6013 | Nov. 7 | Awards announced, as follows:<br>O.W.R. & N. underpass and grading and paving on 122nd Avenue, (Buckley Road) Portland;<br>Bridge over Spanish Hollow Creek and O.W.R. & N. tracks;<br>Pendleton Hill Section, grading;<br>Bridge over Rock Creek and Wallowa River;<br>Big Eddy Overcrossing Section, bridge over O.W. R. & N. tracks; |
| 6014 | | Service Creek-Spray Section, regrading and surfacing;<br>Sale of tugboat "Vega";<br>Sale of Maxwell buildings on Junction City-Eugene Secondary Highway;<br>Sale of property and buildings in Aurora;<br>Units No. 1 and 5, Redmond-Bend Section.<br>Jackson County. Claim of Wm. von der Hellen for extra compensation in connection with Neil Creek-Barron Creek project. Conference with Mr. von der Hellen and attorney. |
| 6015 | Nov. 8 | North Salem Undercrossing. Engineer requests authority to acquire 10' strip of land for shoofly.<br>Haskin & Brooks Construction Company. Attorney for surety confers regarding Bolon Island project in Douglas County. |
| 6016 | | Oregon City. Jack Latourette confers with Commission in regard to Oregon City project. |
| 6017 | | Wasco County. County Court confers regarding county road construction with federal money.<br>Re-allocation of money alloted to The Dalles-Boyd Road requested.<br>Oregon State Employment Service. District Manager discusses furnishing of relief labor in connection with highway contracts. |
| 6018 | | Liaison officer to be employed to investigate complaints.<br>Wm. C. Schmitt and J. A. Lyons, contractors, request relief from compliance with labor requirement.<br>Clackamas County. County Court discusses matter of furnishing crushed rock for county road oiling projects. |
| 6019 | | Skyline Club of Bend, requests use of McMillan scraper for use of Forest Service in connection with development of recreational site east of Bend.<br>Deschutes County. Robert W. Sawyer requests, on behalf of Skyline Club, use of McMillan scraper on recreational development east of Bend.<br>Washington County. County Court confers in regard to Gales Creek Road. County to acquire right of way. |
| 6020 | | North Salem Undercrossing. Fred Feikert, Southern Pacific Company, regarding maintenance of undercrossing. |
| 6021 | | Klamath County. Engineer reports on cost to construct Dairy-Bonanza Highway. Authorized to expend up to $25,000.<br>Wheeler County. Engineer's report on construction of Fossil-Clarno Section of Fossil-Antelope Secondary Highway. |
| 6022 | | Travel and Information Department. Report of Harold B. Say on meeting of advisory committee. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6022 | Nov. 8 | S. P. & S. Company. A. J. Witchel requests additional money for grade crossing elimination projects. Third Street crossing in Bend and some crossing in Washington County authorized to be included. |
| | | A. W. Orton. Report for month of October submitted. |
| 6023 | | Public Utilities Commissioner. Report of hearings concerning railroad grade elimination projects. |
| | | Champoeg Memorial Highway. Engineer's report on survey. Commission authorizes Landscape Engineer to contact Senator Milton A. Miller, Portland when survey is completed. |
| | | Curry County. H. L. Young, San Francisco, requests permission to conduct mining operations on beach near Gold Beach. |
| | | County road construction. Engineer reports status of surveys and preparation of plans for current program. |
| | | Mountain States Construction Company request credit for overrun of relief labor on Molalla Bridge contract. |
| | | Yaquina Bay Bridge. Contractors report that State Land Board has requested that they pay for sand and gravel taken from navigable streams although their contract exempts them. |
| 6024 | | Secretary of State. Report on motor vehicle fuels and taxes for period February 25, 1919, to Sept. 30, 1935. |
| | | Winchester Bay Lumber Company. Mr. Russell Hubbard, Manager, requests change in roadway at south approach to Umpqua River Bridge at Reedsport. Request denied. |
| | | Bureau of Public Roads. F. E. Andrews presents telegram from Washington office regarding Commission's request for elimination of a section of the Wilson River and Wolf Creek Highways from Federal Aid System. |
| 6025 | | Malin-California Line Section. Commission approves resurfacing in conjunction with Merrill-Hatfield project. |
| | | Oregon Hydro-Electric Commission. Commission approves payment for aerial photographic survey in Polk County. |
| | | Forest Service. A. O. Waha asks for old building located adjacent to old Columbia River Highway near Eagle Creek. |
| | | McKenzie Highway. Report of Raymond Walsh on action of E. L. Dickson, proprieter of the Gold Star Auto Camp, Springfield, in cutting down Madrona trees on McKenzie Highway. |
| 6026 | | Testing Laboratory. Commission authorizes expenditure of $300 to improve lighting conditions in Agricultural Building, Salem. |
| | | Maintenance material. Commission authorizes supply of material for Hot Lake-Bidwell Hill Section, Elgin-Rock Creek Section, and Cairo-Nyssa and Nyssa-Adrian Sections. |
| | | Clackamas County. Parking of vehicles at West end of Willamette River Bridge in West Linn discussed. |
| | | National Hospital Association. Commission authorizes continuation of agreement. |
| | | Physicians and Surgeons Hospital Association. Commission authorizes continuation of agreement |
| 6027 | | Contracts. Commission considers inclusion in all contracts involving expenditure of government relief funds clause stating that all work thereunder is to be paid with Government funds. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6027 | Nov. 8 | American Association of State Highway Officials. Engineer and Commissioners to attend Annual Meeting. |
| | | Commission meeting. Regular meeting changed from December 2 to November 30. |
| | | Consolidated Highway Company, Inc., submits financial statement for approval. Commission approves. |
| | | Yamhill County. Edlefsen-Weygandt Company requests extra compensation in connection with Newberg-Chehalem Creek contract. |
| 6028 | | East Portland-Oregon City Highway. Union High School District No. 5, Milwaukie, request school crossing signs at Island Station. |
| | | Lane County. School Board of School District No. 150 requests sidewalk along highway. |
| | | Carlton, City of. City requests Commission to replace about 700 feet of pavement which is to be removed in connection with City's water pipe line reconstruction. |
| 6029 | | Communications: |
| | | Deschutes Lumber Company and Klamath County School District request removal of snow from Willamette Highway; |
| | | Mid-Columbia Chamber of Commerce recommends construction of water grade highway between The Dalles and Portland; |
| | | Jackson County Court requests approval of designation of McAndrews Market Road No. 8; |
| | | Lester Butts, Pendleton, requests permission to truck cordwood across state property in Umatilla County; |
| | | J. S. Middleton, Attorney, requests, on behalf of Charles N. Matthews and Edwin A. Matthews, permission to maintain canopy or roof over the highway; |
| 6030 | | Ray Conway, Manager of Oregon State Motor Association, inquires about agreement covering directional signs on county roads; |
| | | E. G. Gudhart, Eagle Creek, requests Commission to remedy condition existing due to breaking of sewer pipe line; |
| | | Wm. H. McNeal, The Dalles, requests copy of program for county road construction to be financed with federal money; |
| | | Hon. James W. Mott, Representative in Congress, requests that Oregon City be kept on the main route of highway; |
| | | Washington County. Attorney reports on abandonment of old Bertha-Beaverton Highway across the De Lashmutt property. |
| 6031 | | Clackamas County. James L. Conley, Portland, offers to sell a 145-acre tract adjacent to Pacific Highway between Oswego and Oregon City. |
| | | Multnomah County. George W. Joseph, Jr., Portland, on behalf of Mrs. James Ross, offers to sell 14 acres near Crown Point. |
| | | Tillamook County. Commission authorizes condemnation proceedings for acquisition of W. P. Sinnott property at Cape Falcon, adjacent to Short Sand Beach State Park. |
| | | Delake. H. W. Atwood requests portion of old right of way of Oregon Coast Highway through Delake. Request denied. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6031 | Nov. 8 | Polk County. Resolution abandoning portion of Buell-Salt Creek Section of Dallas-Coast Secondary Highway. |
| 6033 | | Washington County. Resolution abandoning portion of Multnomah County Line-Middleton Section of West Side Pacific Highway. |
| 6035 | | Resolution adopted retaining for future use a portion of old West Side Pacific Highway at Onion Flat Bridge north of Tigard. |
| 6037 | | Right of Way. Resolution authorizing condemnation for right of way on Enterprise-Joseph Section, Eugene-Junction City Secondary Highway and Dairy Overcrossing Section of Klamath Falls-Lakeview Highway. |
| 6039 | | Acquisition of real property needed for right of way et cetera. Resolution adopted. |
| 6042 | | Douglas County. County submits warrant in payment of unpaid taxes on property acquired for south approach to Umpqua River Bridge. |
| | | Bridge construction. Engineer instructed to confer with Carl C. Crowe, Editor, Crowe Lumber Index, regarding use of timber. |
| | | Engineer instructed to prepare new estimates for use of timber on East Portland-Oregon City highway viaduct at Inman-Poulsen Company's plant and for grade separation project at 102 Avenue, Portland; also to include timber bridge work in construction of Junction City-Eugene Secondary Hwy. bridges. |
| | | Wallowa County. Rock Creek Bridge on Wallowa Lake Highway to be constructed of timber instead of concrete. Wallowa River Bridge to be of concrete. |
| | | Pendleton. Grade separation project on Old Oregon Trail in East Pendleton to be of concrete-type construction. |
| 6043 | | Federal Aid Funds. Program for regular Federal Aid Funds for fiscal year 1937 discussed. |
| | | Extensions of time: |
| | | Babler Brothers, Jericho Lane Section |
| | | Contracts completed and accepted: |
| | | Jericho Lane Section, Babler Bros.; |
| | | Midland-Klamath Falls Section, Harold Blake |
| 6044 | | Portland. Reallocation of federal funds allocated for Front Street and Foothills Boulevard projects discussed. |
| | | Engineer authorized to complete survey and plans for Seventeenth Street-Union Avenue project. |
| | | Agreements, as follows, signed: |
| | | Tillamook County Court regarding construction of county road from Wheeler to Manzanita Junction; |
| | | Board of County Commissioners of Multnomah County covering construction of viaducts at Craig Road, Buckley Road, Parker Road,and Halsey Street; |
| | | Southern Pacific Company, construction of grade separation at Wall Creek, Jackson County; |
| 6045 | | Astoria, City of, construction of improvements between Twenty-seventh and Franklin Streets and Twenty-first and Commercial; |
| | | Next meeting changed from Dec. 2 to November 30; January meeting set for January 2. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6045 | Nov. 20 | Federal funds. Engineer reports amounts accumulated and available for new projects. |
| 6046 | | NRM funds allocated to District No. 1; remainder to other three districts. |
| | | Diesel oil. Demonstration on Department equipment for operating gasoline motors with Diesel oil discussed. |
| | | The Dalles. Port Commission requests survey for elimination of two railroad grade crossings. Survey ordered. |
| 6047 | | Government Camp. Construction of storage shed and installation of electric lighting system authorized. |
| | | Bridge construction. Letter to Governor Martin, regarding use of timber in bridges, approved. |
| | | Jackson County. Chamber of Commerce urges Commission to keep Crater Lake Highway open from Medford to park boundary. |
| | | East Portland-Oregon City Highway. Engineer's estimate on cost to construct S. P. viaduct, near Inman-Poulsen Lumber Company's mill, as concrete structure and timber structure. Preparation of plans and estimates for grade elimination structure on 102nd Avenue, Portland, authorized. |
| 6048 | | State Transient Camp Activities. C. W. Reynolds, Director, and representatives of County Courts of Marion, Tillamook, and Lane County, discuss relief labor projects on North Santiam, Wilson River and "Route "F" Highways. |
| | | Marion County. County Commissioner Melson requests powder and engineering on Mehama-Mill City transient camp activities. Request granted. Agreement to be drawn up. |
| 6049 | | Tillamook County. County Judge Rosenberg requests powder and engineering for transient camp activities on Wilson River Highway. Request granted. |
| | | Lane County. County Engineer asks for powder and engineering on transient camp work west of Linslaw on a section of "Route F". Request granted subject to condition that the project selected shall be east of Linslaw. |
| | | Tillamook County. County Judge requests surfacing of Wilson River Highway near Fall Creek. Request denied. |
| 6050 | | C. B. McCullough. Full salary for month ending November 11 authorized. |
| | | Salaries. Glenn S. Paxson's salary fixed at $450 per month, base rate. |
| | | Harold B. Say's salary set at $370 per month, base. |
| | | Travel and Information Department. Salary of Harold B. Say fixed at $370 per month, base. |
| 6051 | | Board of Control. Conference with State Land Board and Board of Control in Governor Martin's office regarding right of way across Eastern Oregon State Hospital Grounds, in Pendleton, and royalty on sand and gravel taken from navigable streams. |
| | | State Land Board. Conference with Board of Control and Land Board, in Governor Martin's office, regarding right of way across State Hospital Grounds, in Pendleton, and royalty on sand and gravel taken from navigable streams. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6051 | Nov. 20 | Labor provisions. W. H. Lynch and Tom Davis, U. S. Bureau of Public Roads, confer with Commission regarding elimination of relief labor clause from regular Federal Aid contracts. |
| 6052 | | Harney County. Nigger Flat Section of Central Oregon Highway. J. A. Lyons, contractor, requests relief from labor provisions. |
| | | J.A. Lyons, contractor, requests relief from labor provisions on Nigger Flat Section of Central Oregon Highway, Harney Co. |
| | | Mountain States Construction Company requests relief from labor provisions in connection with Smith River Bridge construction on Oregon Coast Highway, at Reedsport. |
| | | Forest Highway Funds. W. H. Lynch suggests joint conference with Forest Service, Bureau of Public Roads and Highway Commission to program 1937 Forest Highway Funds. |
| | | Multnomah County. W. H. Lynch inquires status of right of way for Tooth Rock Tunnel Section. |
| | | Union Pacific System. F. N. Finch, General Manager, submits form of agreement covering easements for encroachments on Tooth Rock Tunnel Section of new Columbia River Highway. |
| 6053 | | Pendleton. Engineer reports on East Pendleton grade elimination project. |
| | | Pedestrian tunnel on Court Street, Pendleton, approved. |
| | | Bureau of Public Roads. W. H. Lynch urges Commission to submit 100% program for Works Program Highway Funds and Works Program Grade Crossing Funds |
| 6054 | | Portland, City of. City to advise Commission on or before December 10, whether it will furnish right of way for Front Street and Foothills Boulevard projects. |
| | | Program for county road work to be done with Federal Relief monies selected. |
| 6055 | | Salmon River Highway. Delegation from Lincoln and Polk Counties urge preservation of timber along highway. |
| | | Commission authorizes cruise of Schroeder tracts. |
| | | Lincoln and Polk Counties. Delegation, headed by John Cooter, Toledo, reports on tentative agreement with Miami Timber Corporation for exchange of timber with Schroeder people. |
| 6056 | | Salmon River Highway. Morley timber tract to be acquired on same basis as Miami tract. |
| | | Lincoln County. Secretary presents Chapter 366, Oregon Laws 1933, authorizing Commission to acquire rights of way for roads connecting the state highways with state parks. |
| | | Next meeting date of November 30, 1935, confirmed. |
| | | Meeting date for January meeting changed from January 2 to January 8 & 9. Special meeting set for November 26, 1935. |
| | | Estacada hearing. December 27 set for hearing. |
| | | Astoria hearing. December 28 set for hearing. |
| 6057 | Nov. 26 | Oregon City. Southern Pacific undercrossing. Commission authorizes new underpass and widening of adjacent sections. |
| | | Acquisition of right of way authorized. |
| 6058 | | Clackamas County. Mr. and Mrs. W. J. Hickey, Brightwood, regarding claim for land taken for improvement of Mt. Hood Highway. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6059 | Nov. 26 | Railroad Grade Elimination program selected. |
| 6060 | | Highway Relief Program selected. |
| 6063 | | Columbia County. Mr. Carl G. Kinney and J. H. Gallagher, representing Clark-Wilson Lumber Company and W. P.A., confer regarding Apiary Road and Scappoose-Vernonia Road. |
| | | W.P.A. projects. Apiary Road and Scappoose-Vernonia Road in Columbia County. Representative of Clark-Wilson Lumber Company and W. P. A. confer with Commission. |
| 6064 | | Oregon City. John R. Latourette, Portland, confers regarding proposed Oregon City project. |
| | | Bureau of Public Roads. Engineer to submit program for construction with federal moneys on November 30. |
| 6065 | | Multnomah County. George Buck, Roadmaster, regarding refund of $10,000 to the County which was withheld from the County in connection with the Fourth Street improvement. |
| | | Budget. 1936 budget covering section maintenance, extra gang maintenance, and minor betterments adopted. |
| | | Program. 1936 program for N.R.A, W. P. A. and Regular Federal Aid adopted. |
| 6066 | | Coos Bay Bridge. Coos Bay Logging Company asks $27,500 for severance due to south approach to bridge at North Bend. |
| | | Halsey-Sweet Home Secondary Highway. J. J. Badraun asks extra compensation for bridge construction over Calapooya River. |
| | | Linn County. Calapooya River Bridge on Halsey-Sweet Home Secondary Highway. J. J. Badraun asks extra compensation. |
| | | Minutes of July 24, 25 and 26, August 14 and 15, September 5 and 6, and September 9, 10, 11 and 13, 1935, approved. |
| 6067 | | East Portland-Oregon City Highway. Acquisition of right of way between 17th Street and Union Avenue. Options authorized in vicinity of Inman-Poulsen Lumber Company mill. Commission authorizes concrete structure for S. P. viaduct near Inman-Poulsen Company mill. |
| | | 102nd Avenue Overcrossing, Portland. Engineer instructed to prepare plans and call for bids for concrete and timber construction on O.W.R. & N. overcrossing. |
| | | West Side Pacific Highway. A. M. Eppstein, President of Oregon Automobile Company, and R. H. Bassett, Attorney, complain of dangerous condition in the vicinity of Six Corners, east of Newberg. |
| | | Storage building. Commission authorizes open storage building at Corvallis maintenance headquarters |
| 6068 | | Coos County. Attorney reports on matter of encroachment of Vern McGill's barn on Coos Bay-Roseburg Highway. |
| | | W.P.A. Funds. Washington office advises $300,000 available for roadside improvement in District No. 2 comprising Clatsop, Columbia, Washington, Clackamas, Multnomah & Hood River Counties. |
| | | Union Avenue Undercrossing. Necessary for City of Portland to approve changes in street grades. Commission to pay right of way costs and any damage claims. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6069 | Nov. 26 | Union Avenue Undercrossing: Riverton Land Company, Portland, opposes grade change at junction of Vancouver Avenue and Union Avenue. |
| | | Klamath County. Wig-wag signal authorized at crossing of Midland Market Road and Great Northern Railroad tracks. |
| | | Multnomah County. Offer of Orino, Birkemeier and Saremal to sell 3/4"-0" rejection material to Commission accepted- Material producted near Bonneville from State's quarry. |
| 6070 | | Seaside. City complains of drainage conditions along highway through city. |
| | | Pilot Butte. Commission authorizes oil surface on road from Central Oregon Highway to Terrence H. Foley Park, near Bend. |
| | | Marion County. Surveys for road from Champoeg State Park to Beaverton-Aurora Secondary Highway. |
| | | Malheur County. Authority granted for reconnaissance survey of secondary highway extending west from Vale (Graham Blvd.) |
| | | Jackson County. Report on cost to improve branch road from Pacific Highway to State Experiment Station, near Medford. |
| 6071 | | Clackamas County. J. F. Yoerger refuses to move gasoline pump from right of way of Mt. Hood Highway in town of Sandy. |
| | | Log hauling. Entrances of logging equipment to main highways discussed. Engineer to confer with Public Utilities Commissioner and State Police regarding same. |
| 6072 | | Yamhill County. County Court requests reallocation of $20,000 previously allocated from Federal Relief moneys for bridge on county road at Sheridan. |
| | | Federal Relief moneys. Oiling on McMinnville-Tillamook High - way and in city of McMinnville and Willamina substituted for bridge construction on county road in Sheridan |
| | | Jackson County. George D. Williams request cattle pass on Green Springs Highway at Soda Gulch. |
| | | Bend. Re-routing of The Dalles-California Highway discussed. Grade separation structure on Third Street rather than on Franklin Avenue. |
| 6073 | | County indebtedness. Amounts due State on account of highway construction work in accordance with cooperative agreements. |
| | Nov. 27 | Oregon City. John R. Latourette and delegation regarding S.P. undercrossing. Decision of Commission announced. |
| 6074 | | Multnomah County. Columbia River Highway rerouting in the vicinity of Tanner Creek. Col. Thos. Robbins in regard to alignment proposed by Samual C. Lancaster. |
| | | Flood control. Col. Robbins in regard to army engineers' investigation for flood control in Willamette Valley. |
| 6075 | | Travel and Information Department. Harold B. Say reports on meeting of Advisory Committee. $50,000 expenditure approved for advertising purposes during 1936. |
| | | Subscription to "Oregonian" and "Oregon Journal" authorized. |
| | | Awards confirmed as follows: |
| | | Branson Creek-Rock Creek section, Edlefsen-Weygandt Company; 122nd Avenue (Buckley Road), Edlefsen-Weygandt Company; Pendleton Hill Section, James Crick. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6075 | Nov. 27 | Jacobsen-Jensen Company. Portland-Washington County Line Section of West Side Pacific Highway. Claim for extra hauling of roadbed topping. |
| | | Multnomah and Washington Counties. Claim of Jacobsen-Jensen Company for extra hauling on Portland-Washington County Line Section. |
| 6076 | | Coos Bay ferry. B. R. Wilson's claim for repairs sustained to car in driving off ferry slip on September 29. |
| | | Coos Bay Bridge. North Bend Chamber of Commerce requests that bridge be named in honor of Capt. A. M. Simpson. |
| | | North Bend Chamber of Commerce requests that Coos Bay Bridge be named in honor of Capt. A. M. Simpson. |
| | | Port Orford. Mr. Frank Seal complains of plan of builders of dock to charge for use of dock. |
| 6077 | | West Linn. Parking of cars at end of Willamette River bridge discussed. Action deferred. |
| | | Federal Funds. Program for accumulated savings discussed. |
| | | Wheeler County. Fossil-Clarno Section of Shaniko-Fossil Highway. County insists that 60% of labor employed be local labor. Request denied. |
| | | Lake County. Bureau of Public Roads requests elimination of right-angle turn in Paisley in connection with Chewaucan-Paisley Section of Fremont Highway. Request granted. |
| | | Deschutes County. Grading of 3½-mile section of county road from Bend to Tumalo Falls included in budget. |
| | | Communications: |
| | | Tillamook Chamber of Commerce and North Tillamook Chamber of Commerce requesting elimination of sharp curve between Hobsonville and Bay City; |
| | | J. D. Honeyman, Portland, regarding improvements to Lower Columbia River Highway; |
| | | L. M. Lepper, Director East Side Commercial Club, Portland, requesting additional funds for Wolf Creek Highway; |
| | | Walter W. R. May, Mgr., Portland Chamber of Commerce, re view sites on Upper Columbia River Highway; |
| 6078 | | Yamhill County. Offer of Earl Duek to purchase state-owned land in Newberg declined. |
| | | R. N. Morrison, Rex, requests permission to take rock from State's quarry. Request denied. |
| | | Simonds Paint Spray Brush Company, Dayton, Ohio, requests blueprints of stripe-painting machine. Request granted. |
| | | Snow removal equipment. Charles C. Reith, Minneapolis, inquires when cutter bars were first used by Department. |
| 6079 | | Marion County. Aumsville Community Club requests oiling of Cottage Farm-Aumsville Road. |
| | | Deschutes County. Redmond Chamber of Commerce requests elimination of curve on Ochoco Highway east of railroad crossing in Redmond. |
| | | Waldport Telephone Company requests permission to cut and trim trees on Coast Highway between Florence and Sutton Lake, in Lane County. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6079 | Nov. 27 | Communications:<br>Town of Beaverton, regarding possibility of widening Watson Street in the future as they propose to obtain W. P. A. funds to finance sidewalk construction on this street;<br>Pendleton. Eureka Lodge No. 32, Independent Order of Odd Fellows, oppose closing of Court Street in Pendleton to vehicular traffic; |
| 6080 | | C. R. Harvey, Bend, requests permission to dig test pits on state park property in connection with mineral prospecting;<br>Tillamook County. County Commissioner Lindsey requests oiling of county road extending from Wheeler-Manzanita Section to county shops.<br>Communications:<br>Columbia County. Residents of St. Helens and vicinity request widening of highway through St. Helens;<br>Glen Hill, Telocaset, requests designation of secondary highway from junction of Old Oregon Trail, at Telocaset, to point opposite Telocaset Schoolhouse;<br>Yamhill County. West Side Pacific Highway Association, Corvallis, request reconstruction of road from Amity to Dayton;<br>Axel Jackson, Portland, urges completion of Wolf Creek Highway and opposes construction of highway from Portland to Aurora, via Wilsonville;<br>Lumber and Sawmill Workers, Bradwood, urge use of lumber in highway construction work. |
| 6081 | | Jackson County. Neil Creek-Barron Creek Section. Attorney's report on Wm. von der Hellen's claim for extra compensation.<br>George Otten. Report on several landscaping projects:<br>Oases near Castle Rock and Messner;<br>Lewis and Clark Monument Site at The Dalles; |
| 6082 | | Yaquina Bay Bridge Ends;<br>Monument site at Milwaukie;<br>Neahkahnie Mountain Section of Oregon Coast Highway;<br>Proposal of Mr. Voisin, Sculptor, Portland, for statues at ends of Coos Bay Bridge;<br>Offer of A. McGill & Son Nursery, Portland, to donate crab apple trees; |
| 6083 | | Landscaping. Mr. Otten authorized to contact W.P.A. officials in regard to money for improvements on state highways.<br>S. H. Boardman reports on park matters, as follows:<br>Offer of Department of Commerce to give license for five years for use, as a state park of tract at Umpqua Lighthouse;<br>Offer of Simeon Winch, Portland, to donate 51.8 acres of land for park purposes between Oregon City and Oswego;<br>Woahink Lake State Park. Commission authorizes purchase of 88.91 acres from F. M. and Varion Wilkins;<br>Lane County. Purchase from Federal Government of tract adjacent to Siuslaw Highway and Long Tom River considered; |
| 6084 | | Purchase of tract between Depoe Bay State Park and end of Depoe Bay Bridge, Lincoln County, considered; |

| Page | Date 1935 | Subject |
|---|---|---|
| 6084 | Nov. 27 | S. H. Boardman reports, continued:<br>Acquisition of tract opposite state park at Boiler Bay discussed;<br>Cape Arago Park. Parks Engineer authorized to purchase tract on North side of park;<br>Glenada. Parks Engineer requests authority to purchase tract on west side of highway between highway and state park; |
| 6085 | | McCord Creek Park on Upper Columbia River Highway. Commission authorizes purchase of two lots to complete park;<br>Curry County. Offer of Redwood tract adjacent to Chetco River, near Brookings declined;<br>Gold Beach. Acquisition of Crabbe property at south end of Rogue River Bridge discussed. Action deferred;<br>Wheeler County. Relief Committee of County requests 30 cords of wood piled in Shelton State Park. Request granted;<br>C.C.C. Camps. Parks Engineer requests Commission to recommend retention of certain personnel for CCC work in state parks. |
| 6086 | | Samuel C. Lancaster. Mr. Lancaster to be employed in connection with highway beautification.<br>North Bend. City offers a portion of Simpson City Park for use of Commission as stock pile site. Action deferred.<br>Lake County. Commission confirms oral action taken on October 16 to purchase 40-acre tracts of land near Booth Park at $50 each.<br>Booth Springs. Commission confirms purchase of materials amounting to approximately $250 for use of C.C.C. workers in constructing reservoir.<br>Lake County. Forrest Cooper advances $50 on purchase price of 40-acre tract adjacent to Klamath Falls-Lakeview Highway. |
| 6087 | | Deschutes County. Engineer authorized to spend $500 for investigations in Lava River Caves Park.<br>Multnomah County. Board of County Commissioners present deed conveying 62.75 acres of land at "Figure Eight"<br>Yamhill County. Right of way in Newberg. Encroachment of highway east of First Street to be paid for by Commission.<br>Wallowa County. Right of way for Rock Creek-Wallowa Section across Bowman-Hicks Lumber Company. Taking of bids postponed. |
| 6088 | | Multnomah County. Taxes amounting to $34.71, which are delinquent on Talbot State Park, to be paid.<br>Board of Control. Letter confirming the granting of easement across State Hospital Grounds at Pendleton.<br>Washington County. Offer of E. J. Boos, Forest Grove, to sell timber tract adjacent to Wolf Creek Highway east of Sunset Camp. |
| 6089 | | Klamath County. Dairy-Bonanza Highway. Letter from Earl. C. Reynolds requesting statement of proposed work.<br>Junction City-Eugene Secondary Highway. Offer of Harold Wimmer to purchase Maxwell buildings.<br>Acquisition of real property. Resolution adopted. |
| 6092 | | Extensions of time: Action deferred pending consent of Bureau<br>George F. Price, Elgin Section;<br>R. F. Nichol, Bridge over Grande Ronde River. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6092 | Nov. 27 | Extensions of time. H. G. Smith and G. S. Paxson instructed to obtain consent of Bureau of Public Roads on federal projects. |
| | | Contracts completed and accepted: |
| | | Austin Creek-Upper Yach Bridge Section, County Court of Tillamook County; |
| | | Contracts completed - acceptance deferred pending approval of Bureau of Public Roads: |
| | | Elgin Section, George F. Price; |
| | | Bridge over Grande Ronde River, R. F. Nichol |
| 6093 | | Agreements signed as follows: |
| | | Multnomah County, railroad grade elimination projects at Craig Road, Buckley Road, Barker Road and Halsey Street; |
| | | Tillamook County, road from Wheeler overhead crossing to Manzanita junction with Coast Highway; |
| | | Grant County, bridge over North Fork of John Day River; |
| | | Bureau of Public Roads, maintenance of Diamond Creek Bridge and Summit North Section of Tiller-Trail Secondary Highway; |
| | | Works Progress Administration, maintenance building at McMinnville; |
| | | Polk County, maintenance of Byerley Corner-Bethel Section; |
| | | Linn County, maintenance of Corvallis-Harrisburg County Road; |
| | | Grant County, maintenance of Monument-Long Creek County Road; |
| 6094 | | Multnomah County, maintenance of Buckley Road; |
| | | Multnomah County, maintenance of Barker Road. |
| 6095 | Nov. 30 | Bids as follows opened and read: |
| | | Bridge over North Fork John Day River, at Monument; |
| | | S. P. Undercrossing south of Ashland; |
| | | Grays Creek-Powers Ranch Section, grading and surfacing; |
| | | Bridge over O.E. & E. railroad, near Dairy |
| 6096 | | Nine pile trestles & box culvert on Junction City-Eugene Secondary; |
| | | Bridge over S. P. tracks, near Eugene; |
| | | Awbrey-Eugene Section, grading and surfacing; |
| | | Junction City-Siuslaw Junction Section, grading; |
| 6097 | | Byerley Corner-Bethel Section, oil mat surface treatment; |
| | | Corvallis Junction-Peoria Section, oil mat surface treatment; |
| | | Cairo-Adrian Rock Production project; |
| | | Silverton-Silver Creek Falls Section, resurfacing and oil; |
| | | O.W.R. & N. Underpass on 162d Avenue (Barker Road) |
| 6098 | | Island City-Grande Ronde River Section, regrading, surfacing and oil mat surface treatment; |
| | | Hot Lake-Bidwell Hill Rock Production Project; |
| | | Enterprise-Joseph Section, regrading, surfacing, and oil. |
| | | Wolf Creek Highway. Report of logging engineers, Brown & Brown, on timber located on right of way. |
| 6099 | | Sunset Camp. Cliff Gardiner reports on negotiations for right of way. |
| | | Klamath County. Dairy-Bonanza Highway. Earl C. Reynolds inquires what plans are for improvement. |
| | | Forest Highway Funds. Mr. Reynolds requests allocation for Klamath Lake Secondary, Willamette and Cascade Lakes Forest Hwy. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6099 | Nov. 30 | Douglas County. County Court requests Commission to vacate rooms in Court House used by Division Engineer. Engineer instructed to report on cost to construct new headquarters and maintain same. |
| 6100 | | Communications: |
| | | Wm. H. Bennett, Port Orford, opposes construction of Port Orford dock road; |
| | | Marion County. School District No. 24, Salem, requests Highway Department to do testing in State Testing Laboratory in connection with construction of new school buildings. |
| | | East Side Commercial Club requests designation of Elsie-Jewell Road as Secondary State Highway. |
| | | Coos County. Chamber of Commerce endorses the name "Coos Bay Bridge." |
| | | Grant County. Widening of portions of Branson Creek-Rock Creek Section of John Day Highway authorized. |
| | | Secondary Highway Budget for 1936 approved. |
| 6101 | | Special Maintenance Budget for 1936 approved. |
| | | Labor claims. Chas. H. Gram, Labor Commissioner, regarding liability of Commission for claims for labor against contractors. |
| | | Clatsop County. State Land Board grants Saddle Mountain Reserve to Commission. |
| | | Signs. Standardization of traffic signals in municipalities discussed. |
| | | Salem. City requests recommendation of Commission regarding proposed traffic signals. |
| 6102 | | Grant County. County Judge advises that right of way for bridge over North Fork of John Day River, at Monument, has been acquired. |
| | | Lake County. Fremont Highway, from junction with Klamath Falls-Lakeview Highway, in Lakeview, northerly a distance of 8 miles, abandoned and turned back to County. |
| 6104 | | Multnomah County. Bertha-Beaverton Highway from Fairvale Drive to Cullen Avenue abandoned. Resolution adopted. |
| 6105 | | Polk County. Portions of Dallas-Coast Secondary Highway abandoned. Resolution adopted. |
| 6107 | | Yamhill County. Portions of Yamhill County Line-Stratton Ranch Section of Salem-Dayton Secondary Highway retained for parking areas, etc. Resolution adopted. |
| 6109 | | Multnomah County. Portions of Bertha-Beaverton Highway retained for public purposes. Resolution adopted. |
| 6110 | | Polk County. Portions of Buell-Salt Creek Section of Dallas-Coast Secondary Highway retained for public purposes. |
| 6112 | | Extensions of time: |
| | | R. F. Nichol, Bridge over Grande Ronde River; |
| | | Tom Lillebo, bridges over Applegate River and Grays Creek; |
| | | Contract completed and accepted: |
| 6113 | | West Portland-Washington County Line Section, Harold Blake |

| Page | Date 1935 | Subject |
|---|---|---|
| 6113 | Nov. 30 | Agreements considered and signed:<br>Ladd & Bush Bank, regarding sale of $400,000 Coast Highway Bridge Revenue Bonds.<br>Acquisition of real property - Resolution adopted. |
| 6115 | | Works Progress Administration. Guy V. Lintner, State Administrator and W. H. Lynch confer in regard to relief labor on projects financed with federal money.<br>Relief Labor. Guy V. Lintner and W. H. Lynch confer in regard to contracts to be done with relief labor. |
| 6117 | | Labor requirements. Ray Webber to check on contractors' activities; also contact John R. Sargent of B.P.R.<br>Multnomah County. Payment authorized to County of balance due in connection with Fourth Street agreement.<br>Umatilla County. Cyril Brownell submits claim for gravel taken from his property near Umatilla. |
| 6118 | | Southeast Portland Chamber of Commerce. Request extension of Foster Road to connection with Mt. Hood Highway.<br>Foster Road Extension. Southeast Portland Chamber of Commerce told that Powell Valley Road selected for improvement.<br>Multnomah County. F. M. Schmidtke, through attorney, Millen F. Kneeland, requests permission to truck logs over Columbia River Highway.<br>Log hauling. Millen F. Kneeland, Attorney for F. M. Schmidtke, regarding log hauling from Brower Road to Troutdale. |
| 6119 | | Amity-Dayton Cutoff. Delegation from Yamhill, Polk and Benton Counties requesting construction of this road.<br>Yamhill County. Delegation from Yamhill, Polk, and Benton Counties request construction of Amity-Dayton Cutoff. |
| 6120 | | Multnomah County. Hazelwood Mutual Water Company request Commission to pay expense of reconstruction of pipe lines due to 122nd Avenue, N. E. 102nd Avenue and Halsey Street projects.<br>East Portland-Oregon City Highway. J. G. Johnson, Jennings Lodge, regarding drainage matter near Jennings Lodge. |
| 6121 | | Awards announced, as follows:<br>Bridge over North Fork of John Day River;<br>S. P. Undercrossing south of Ashland;<br>Grays Creek-Powers Ranch Section, grading, surfacing and oil;<br>Bridge over O. C. & E. railroad near Dairy, Klamath County;<br>Bridges and culvert on Junction City-Eugene Secondary Hwy.; |
| 6122 | | Bridge over S. P. tracks north of Eugene;<br>Awbrey-Eugene Section, grading and surfacing;<br>Junction City-Siuslaw Junction Section, grading;<br>Byerley Corner-Bethel Section and Corvallis Junction-Peoria Section, oil mat surface treatment; |
| 6123 | | Cairo-Adrian Rock Production Project, furnish crushed rock;<br>Silverton-Silver CreekFalls Section, resurfacing and oiling;<br>O.W.R. & N. undercrossing on 162nd Avenue, (Barker Road);<br>Island City-Grande Ronde River Section, regrading, surfacing and oiling;<br>Hot Lake-Bidwell Hill Rock Production project; |
| 6124 | | Enterprise-Joseph Section; regrading, surfacing and oiling. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6124 | Nov. 30 | Travel and Information Department. Harold B. Say submits recommendations of Advisory Committee.<br>1936 Budget approved for $50,000. |
| 6125 | | Coos County. Resolution renewing offer to Ben R. Chandler, et al, to construct private roadway beneath Coos Bay Bridge.<br>Coos Bay Bridge. Resolution adopted to be presented in Court in case of Ben R. Chandler, regarding private roadway beneath bridge. |
| 6127 | | Communications considered and filed:<br>Letter from Carey, Hart, Spencer and McCulloch, attorneys for Oregon Trunk Railway, urging elimination of grade crossing on Franklin Avenue, Bend;<br>Telegrams from Fred Simpson, Mayor of Bend, Bend Chamber of Commerce and Robert W. Sawyer, Bend, urging elimination of grade crossing on Franklin Avenue, Bend.<br>Wallowa County. Wallowa-Rock Creek Section of Wallowa Lake Highway deferred pending settlement for right of way with Bowman-Hicks Lumber Co. - Telegram to County Court. |
| 6128 | Dec. 27 | East Portland-Oregon City Highway. Matter of right of way for 17th Street-Union Avenue Section discussed.<br>W.P.A. projects. Commission to enter into agreements with each county whereby counties assume expense that cannot be paid with W.P.A. money in connection with county road work. |
| 6129 | | Railroad grade elimination program. Letter from F. E. Andrews objecting to distribution of federal money.<br>Washington County. O. E. overcrossing at Metzger. Attorney instructed to insist on frame timber bents for main span supports.<br>Columbia River Highway. Walter W. R. May proposes construction of observation point to view Bonneville activities. |
| 6130 | | Jackson County. Neil Creek-Barron Creek Section. Attorney for Wm. von der Hellen notifies State that legal action is being instituted in claim of Mr. von der Hellen.<br>Awards of contracts:<br>Trestles and culvert on Junction City-Eugene Secondary Highway, awarded on Dec. 3 to Mountain States Construction Company - award confirmed;<br>Bridge over John Day River at Monument, awarded to Tom Lillebo this date;<br>Awbrey-Eugene Section of Junction City-Eugene Secondary Highway - Engineer authorized to award when conditions fulfilled;<br>Grays Creek-Powers Ranch Section of Williams Secondary Highway - Engineer authorized to award when conditions fulfilled.<br>Oiling program for 1936 approved (State funds) |
| 6131 | | Lane County. Eugene overcrossing on Junction City-Eugene Secondary Highway. Harold Blake to be allowed to subcontract 50% of contract to Mountain States Construction Company.<br>Coos County. Offer of City of North Bend to donate stock pile site in Simpson Park accepted |

| Page | Date 1935 | Subject |
|---|---|---|
| 6131 | Dec. 27 | Bend. Franklin Avenue Undercrossing. Robert W. Sawyer, Bend, and delegation, including A. J. Witchel of S.P. & S. Company. |
| 6133 | | Railroad grade separation program. Letter to A. J. Witchell regarding undercrossing in Bend. |
| 6134 | | Estacada. Hearing in regard to rerouting of Woodburn-Mt. Hood Loop Secondary Highway. |
| 6135 | | Woodburn-Mt. Hood Loop Secondary Highway. Delegation requests reconstruction. Commission inspects road. |
| 6136 | | A. W. Orton. Report for month of November on collection of fines for traffic law violations.<br>Douglas County. City of Sutherlin requests improvements. Roseburg office building. Engineer reports cost.<br>Columbia River Highway. Brent Sturgill Company granted permission to transport power shovel over highway.<br>Log hauling. Report of Engineer on Saturday afternoon hauling. Commission orders that such hauling be denied hereafter. Department of State Police report violations of weight and dimension statutes. |
| 6137 | | Commission recommends cancellation of permits of Special Carriers.<br>Rules and regulations adopted by Public Utilities Commissioner approved by Highway Commission.<br>Sale of storage tanks at Eagle Point authorized.<br>Crater Lake Highway. Letter to Superintendent of Crater Lake Park regarding discontinuance of snow removal operations because of fact that the Government is only keeping highway through park open for one-way traffic. |
| 6138 | | Insurance. Property damage and public liability insurance authorized on pull type graders and other equipment.<br>Wasco County. The Dalles-Boyd project. Expenditure of $200 authorized for drilling test holes.<br>Pendleton. Letter from F. N. Finch of the O.W.R. & N. Co. regarding East Pendleton grade elimination project and requesting closing of Court Street, as grade crossing.<br>Malheur County. Vale-West Secondary State Highway (Graham Boulevard). Survey for grading and graveling authorized.<br>Marion County. Telephone service in Silver Falls State Park authorized.<br>Signs. Service clubs and similar organizations to be requested to remove signs. Landscape Engineer to contact sponsors. |
| 6139 | | Lake County. Oasis at Alkali Lake maintenance headquarters discussed. No action.<br>Paul Van Scoy appointed Acting Division Engineer until Division Engineer E. A. Collier recovers from accident.<br>Salaries. Payment of two or three months salary to E. A. Collier and E. E. Umphlette while convalescing discussed. No action.<br>G. S. Paxson authorized to attend inspection of new type timber bridge at Monterey, California.<br>John Beakey authorized to confer with Washington Highway Department officials in regard to Planning Survey, at Olympia.<br>Port Orford. Collier H. Buffington, Attorney, objects to construction of pipe line by W. H. Bennett on Oregon Coast Highway. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6140 | Dec. 27 | Oregon City. Parking of cars at north end of Willamette River Bridge (West Linn).<br>Eugene. Route of entrance of Junction City-Eugene Secondary Highway into Eugene selected. Resolution adopted. |
| 6141 | | Yamhill County. West Side Pacific Highway. Abandonment of section of highway in Newberg. Resolution adopted. |
| 6143 | | Polk County. Independence Secondary Highway. Abandonment of section of Brunks Corner-Oak Point Section. Resolution. |
| 6145 | | Marion County. Beaverton-Aurora Secondary Highway. Abandonment of portion of highway in Aurora. Resolution adopted. |
| 6147 | | Yamhill County. West Side Pacific Highway. Abandonment of portion of West Dayton-St. Joseph Section. Resolution. |
| 6149 | | Polk County. Independence Secondary Highway. Resolution retaining portion of old Brunks Corner-Oak Point Section. |
| 6151 | | Yamhill County. Newberg-West Dayton Section. Resolution retaining a portion of old highway. |
| 6152 | | Multnomah County. Board of County Commissioners letter regarding grade elimination project on N. E. Halsey Street, (Barr Road).<br>Bonneville Dam. W. H. Lynch suggests obtaining free electric power to illuminate Columbia River Highway. |
| 6153 | | The Dalles. Commission authorizes surveys to ascertain feasibility of eliminating railroad grade crossings.<br>Sherman County. Grass Valley requests engineering service in connection with W.P.A. project in that town.<br>Union County. Elgin Community Club requests allocation of funds to complete Weston-Elgin Secondary Highway.<br>Yamhill County. Request of R. M. Morrison, Rex, Oregon, for small quantity of rock from state's quarry denied.<br>Wolf Creek Highway. Numerous communications noted and filed urging allocation of funds to complete Sunset Camp-Elsie Section.<br>Curry County Planning Commission. Resolution urging realignment of Oregon Coast Highway at west approach to Chetco River Bridge |
| 6154 | | Communications:<br>Parkrose Lions Club requests sidewalk along Sandy Boulevard from N. E. 82nd Street through business section of Parkrose;<br>Plywood & Veneer Workers L. U. No. 2531 request that no business be given to lumber concerns barring union labor;<br>Douglas County Court request oiling of North Umpqua Road between Dixonville and Glide;<br>Mayor Carson, Portland, advises status of right of way for several city projects;<br>City of Gaston requests construction of sidewalk on Tualatin River Bridge at Gaston;<br>Portland Shingle Weavers Union urge use of lumber in highway construction;<br>County Court of Harney County and Archie McGowan urge sale of bonds to complete Central Oregon and Lakeview-Burns Highways; |

| Page | Date 1935 | Subject |
|---|---|---|
| 6154 | Dec. 27 | Communications, continued:<br>Residents of Gates and Mill City urge additional construction on North Santiam Highway to provide work for unemployed; |
| 6155 | | George L. Govro, Yachats, requests permission to maintain sand and gravel plant on Highway Department property at Tenmile Creek;<br>Coos County Planning Commission and North Bend Chamber of Commerce urge improvement of Coquille-Marshfield-North Bend Section;<br>Letter from several clubs in Portland requesting Commission to take over Willamette Boulevard as arterial highway;<br>Letter from Board of County Commissioners of Multnomah County requesting Commission to take over portion of Willamette Boulevard;<br>Letter from Corvallis Chamber of Commerce endorsing request of town of Waldport for improvements to Alsea Highway;<br>Chambers of Commerce of Corvallis and Independence endorse petition of West Side Pacific Highway Association for construction of Amity-Dayton Cutoff;<br>Letter from Asotin County Planning Board relating to Blue Mountain Highway (Enterprise-Flora Highway);<br>Letter from Chas. A. Brand, Vice President, Board of Higher Education, urging reconstruction of culvert on Pacific Highway;<br>Letter from R. W. Lemen, Pres., Oregon Motor Stages, requesting permission to maintain and construct shelter sheds on Tualatin Valley Highway.<br>Next meeting date of January 9 and 10 confirmed; also February 6 and 7 set as date for regular meeting in February |
| 6156 | | January 8, 1936, set as date for conference with Samuel C. Lancaster regarding reconstruction of Columbia River Highway. |
| | Dec. 28 | Astoria. Hearing in regard to rerouting of highway between 21st and 27th streets in Astoria. |
| 6157 | | John Sigfridson, Astoria, requests permission to maintain private garage on abandoned portion of Columbia River Highway.<br>Tires. Replacement of old tires on state equipment. Engineer to formulate rules governing replacement. |
| 6158 | | Estacada. P. E. P. grade crossing project. Portland Electric Power Company to donate right of way in exchange for gravel etc.<br>Hood River County. U. S. War Department requests permission to burn driftwood and timber on Anna Lang State Park.<br>Jackson County. Offer of Mr. R. Ford, Los Angeles, to sell 160 acres of timber land north of Green Springs Highway. Declined.<br>Clackamas County. Offer of James L. Conley, Portland, to sell 145 acres of timber land between Oswego and West Linn.<br>Multnomah County. John B. Yeon State Park. U. S. War Department requests confirmation of action taken by previous Highway Commission in July, 1934, conveying 12.65 acres of land in John Yeon State Park to the United States of America. Resolution. |
| 6160 | | Clatsop County. Deed from State Land Board conveying Saddle Mountain Reserve to State for State Park.<br>Wallowa County. Report of W. C. Williams regarding rerouting of Wallowa Lake Highway across Bowman-Hicks Lumber Company property.<br>Wasco County. Offer of Dr. Fred F. Thompson, The Dalles, to deed tract to State in exchange for equal tract from Highway Dept. |

| Page | Date 1935 | Subject |
|---|---|---|
| 6160 | Dec. 28 | Lake County. Klamath Falls-Lakeview Highway. Confirm action authorizing Forrest E. Cooper to negotiate for acquisition of 40-acre tracts of timber land near Booth Park.<br>Baker County. Proposed abandonment of portion of Old Oregon Trail across property of Charles H. Metsker. |
| 6161 | | Coos Bay Bridge. Acquisition of Simpson Park from City of North Bend desirable in connection with south approach to bridge.<br>Acquisition of real property needed for various highway improvements. Resolution adopted. |
| 6164 | | Pendleton. Right of way for East Pendleton grade separation project. Services of Board of Appraisers authorized.<br>Extension of time:<br>George F. Price, Elgin Section of Wallowa Lake Highway.<br>Contracts completed and accepted:<br>Elgin Section, Wallowa Lake Highway, George F. Price;<br>Bridge over Grande Ronde River, R. F. Nichol |
| 6165 | | Projects for February 6 letting selected. |
| 6166 | | Agreements signed as follows:<br>Edlefsen-Weygandt Company disposing of claim in connection with Newberg-Chehalem Creek Section;<br>F. G. Brown, Crystal, regarding removal of snow from Klamath Lake Secondary Highway;<br>Multnomah County and O.W.R. & N. Co., covering construction of Craig Road Overcrossing, Buckley Road Undercrossing and Barker Road Undercrossing;<br>James Churchill Estate, authorizing encroachment in connection with Salmon River Highway improvement; |
| 6167 | | Umpqua River Navigation Company for furnishing auxiliary ferry service across Umpqua River, at Reedsport;<br>West Coast Power Company, furnishing electrical energy for draw bridge over Umpqua River, at Reedsport, and bridge over Siuslaw River, at Florence. |
| | Jan. 8 (1936) | Columbia River Highway. Conference with Samuel C. Lancaster regarding relocation in vicinity of Bonneville Dam. |
| 6168 | | Acquisition of private lands adjacent to highway and the Mt. Hood National Forest through Columbia River Gorge discussed with Mr. Lancaster. |

Portland, Oregon, September 26, 1935.

The State Highway Commission met in special session at 9:00 o'clock a. m. in Room 204, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
H. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Mr. H. E. Edson, Portland, came before the Commission in regard to hauling logs on the Columbia River Highway in the town of Mosier, Hood River County. He said that he has a contract to deliver logs to the railroad in the town of Mosier, which operation will be entirely over county roads except for a short distance in Mosier where it will be necessary to use the state highway in order to reach the railroad loading point, and that he applied for a permit at the Salem office of the Commission for such privilege but was turned down because of the ruling of the Commission which prohibits the granting of permits for special use of the Columbia River Highway between The Dalles and Portland. He urged the Commission to reconsider its ruling in this particular instance because of the importance of the undertaking, which will have to be abandoned if they are not permitted to haul across the Columbia River Highway at this point.

It was explained to Mr. Edson that the Commission's ruling was adopted in the interest and for the safety of the general traveling public, to whom the Commission considers it owes its first obligation; also that the sight distance at the points where he proposes to enter and leave the highway with his logging trucks is short and logging operations could not be carried on at these points without causing undue hazard to other traffic unless a number of flagmen were maintained to protect such other traffic. Mr. Edson agreed to furnish flagmen or to do anything else within reason, as the Commission may require, in order to safeguard traffic on the highway but he gave as his thought that only one flagman at each point would serve the purpose.

After considerable discussion the Engineer stated that, inasmuch as the distance that Mr. Edson wishes to haul his logs on the highway is short, it might be considered as a direct crossing, in which event he would recommend granting the permit if Mr. Edson will provide sufficient flagmen to safeguard other traffic. The Commission thereupon authorized the granting of a permit to Mr. Edson, as requested, subject to the condition that he will furnish the number of flagmen which investigation reveals is necessary to properly safeguard other traffic. The Engineer was instructed to cause such investigation to be made on the ground, to determine how many flagmen are actually needed for such purpose.

The Engineer discussed with the Commission his tentative written report, dated September 24, 1935, on the results of investigations conducted to date for the proposed Front Street and Foothills Boulevard projects in the city of Portland.

SEP 26 1935

The Commission then conferred with a delegation representing the Metropolitan Association of Portland in regard to the proposed Front Street and Foothills Boulevard improvements. This delegation consisted of the following: Mayor Jos. E. Carson, City Engineer L. G. Apperson, H. F. Corbett, U. L. Upson, Wm. Woodard, F. L. Davis, Stephen A. Hull, H. A. Whitney, George Lawrence, E. G. Balsiger, T. B. Wilcox, and G. G. Jones. Chairman Cabell opened the meeting with a brief statement and called upon the State Highway Engineer to explain the engineering features in regard to both projects. The Engineer read his tentative report on this subject and gave figures to show the estimated cost to construct each route, as follows:

FOOTHILL BOULEVARD

| Section | Estimated Cost |
|---|---|
| Kelly Street to Broadway | $227,088 |
| Broadway to 14th Street | 284,347 |
| 14th St. to 16th St. | 152,447 |
| 16th St. to Main St. | 227,387 |
| Total | $891,269 |

He gave as his thought that the completion of each of these sections would progressively assist traffic in reaching the downtown district and that the Kelly Street-Broadway Section is particularly meritorious since it provides the separation of Barbur Boulevard traffic from the traffic which crosses the Ross Island Bridge.

FRONT STREET PROJECT

| Section | Estimated Cost |
|---|---|
| Barbur Blvd to Sheridan St. | $400,000 |
| Sheridan St. to Davis | 453,486 |
| Front Avenue resurfacing | 72,486 |
| Glisan Street underpass | 373,000 |
| Ramps to steel bridge | 267,000 |
| Total | $1,565,972 |

He pointed out that this project in its entirety will afford entrance to and through the heart of Portland with a grade separation at each intersecting through street and will also afford uninterrupted access to the Ross Island, Hawthorne, Morrison, and Steel bridges. The Burnside Bridge, he said, will be easily accessible from Second Avenue. He also pointed out that it was originally planned to route traffic on Front Avenue and to widen this street to a width of 100 ft. or 120 ft. However, subsequent investigations revealed that Water Street lends itself better to through traffic for the following reasons: First, pedestrians will not be required to cross traffic after parking; second, the existing bridge ramps can be easily raised to permit separation of traffic, whereas very expensive approaches would be required to cross Front Avenue with much attendant property damage; third, local traffic stopping at stores along Front Avenue will not impede the flow of through traffic; fourth, the additional right of way required can be more cheaply obtained along Water Street than along Front Avenue between Columbia and Sherman Streets. He said that the entire project is a plan for the development of downtown Portland, the major features of which have been suggested and developed by the Department of Public Works, city of Portland, whose recommendations have been followed by the State Highway Department in all matters pertaining to routing and layout.

Chairman Cabell advised that the only money which the State Highway Department can possibly put into either of these projects is federal money which the President has allocated to the State of Oregon from the $4,800,000 relief appropriation and that quick action is required because, according to newspaper reports, the deadline for contracting this money is December 15, 1935. He further advised, under the circumstances, that the question of right of way and the amount of the city's contribution toward the cost of the project must be definitely determined at once. He pointed out that the Commission has a maximum of about $400,000 of federal money that it can allocate to these projects this year and cannot increase that amount in fairness to other parts of the state; also, that the Commission anticipates that additional moneys will be available next year but that that is uncertain and the Commission does not feel that it can commit future funds at this time.

Mayor Carson remarked that the right of way would have to be purchased by the property owners on the west side of the river, who must organize a district for that purpose. He gave as his thought that now is the most propitious time to do this when property values are low. Senator Woodard inquired if the Commission endorsed this project would it approve the project in its entirety and guarantee $400,000 at this time and future funds as they become available from the government. Senator Corbett inquired if the Commission made available $400,000 now, would it be impossible to secure additional federal funds in the future for these projects. He was informed by the Engineer that neither of these roads is on the federal aid system, hence is not eligible for federal aid money; further, that it would be impossible to have these roads designated as federal aid highways without taking off some mileage now on the highway system. He stressed the point that the projects should be gotten under way as soon as possible so that the 60-day limit provided for the filing of remonstrances against bonding the proposed district for funds for right of way will expire before the deadline set for contracting the work.

Senator Corbett inquired if the Commission would consider putting on a partial project if rights of way are provided by the city and the city finds it impossible to acquire right of way for the entire project. The Commission replied in the affirmative.

Senator Woodard gave as his thought that it is almost a certainty that if the projects are not undertaken as a whole they will be protested out. He suggested that it would be better if the Commission would go on record in favor of the projects as a whole and that right of way be acquired as it is needed in the course of construction, which would commit the Commission to the entire project and would make it possible to carry the whole plan through to completion as quickly as funds are available.

Mayor Carson suggested that an equal start be made on both projects and that the most important section on each route be constructed first. After further discussion Chairman Cabell stated that the Commission will approve



SEP 26 1935

both projects in their entirety and will build the most important sections of each as funds are available but can do nothing until the city of Portland acquires the right of way. He urged immediate action to secure the consent of the people for the purchase of the right of way. He gave as his understanding that there is some question as to the constitutionality of the law which authorizes the formation of districts to carry on street improvements and suggested immediate action to test the law so as to make it possible for the Commission to proceed with construction at the earliest possible time. He advised that the Commission can not hold its money for this work after December 15, so it is a matter of immediate concern to the city of Portland to dispose of the formalities and furnish the right of way. The conference was concluded at 11:30 O'clock a. m. with the understanding that the city would formulate at once its proposal to the people and do all possible to carry this project to a satisfactory conclusion in accordance with the Commission's desires.

Reconsideration was given by the Commission to the application of Frank H. Troll, Grants Pass, to construct a marquee on a building to overhang the right of way of the Pacific Highway at Grants Pass. The Engineer advised that, as previously instructed by the Commission, he investigated this matter and finds that the building to which the marquee is to be attached is located outside the city limits of Grants Pass. He pointed out that it is contrary to the established policy of the Commission to permit encroachments upon highway rights of way and recommended that the request be denied. The Commission approved the Engineer's recommendation unanimously.

The Engineer submitted a graph showing the total accumulative payrolls for the years 1931-1935, up to August 31. He pointed out that the expenditures for 1935 are following practically the line of the Commission's approved budget for this year. The Commission ordered the graph filed in the Commission's records.

The Commission had under consideration at this time the matter of payment of salaries to the State Highway Department employes which were previously ordered adjusted to conform with the law enacted by the 1935 legislature, which restores to such employes 10% of the salary reduction which was ordered by the 1933 legislature. The Engineer advised that in accordance with authority granted him by the Commission on April 4, 1935, he adjusted the salary of each employe of the department in conformity with this new law and allowed full pay during the period March 1 to March 18, 1935, when, according to the Attorney General, neither the old nor the new law was operative and that said revised salary schedule has been approved by the State Board of Control. He also advised that in accordance with authority granted by the Commission on May 1, 1935, he consulted Chairman Cabell in regard to adjusting the salaries of certain employes who had been receiving a lower salary than they were justly entitled to by reason of the date when the 1933 law went into effect and that Chairman Cabell approved the revised list summitted at that meeting and that the list has since been approved by the Board of Control. He asked the Commission to confirm the action taken by Chairman Cabell and to authorize him to pay hereafter to the employes of the department the salaries and wages in accordance with the revised





schedules, such authorization to be retroactive to April 1, 1935, when the 1933 law became inoperative. After due consideration of this matter, upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich, the Commission voted unanimously to confirm the action of Chairman Cabell in this matter and to authorize the Engineer to pay the salaries recommended in accordance therewith.

The Engineer reported the result of his investigation on log hauling on the Sumpter Valley Secondary Highway and Baker-Unity Highway, as ordered by the Commission at the meeting held September 11. He stated that the investigation reveals that the Sumpter Valley Pine Company has approximately 70 million feet of timber to haul over these highways into Baker from the Sumpter Valley District, about 8 miles west of the junction of the two highways, and that they plan to use 16 trucks, each of which is to make 3 round trips daily to Baker, the logs to be approximately 20' in length, making an overall length of about 30'. He further stated that the Stoddard Lumber Company has approximately 80 million feet in this district which they propose to truck out, in 20' lengths, using about 40 trucks for the purpose, their point of entrance into Sumpter Valley Highway being approximately 2.10 miles from the junction with Baker-Unity Highway. He advised that the surfacing on these highways is not heavy, a portion of it being constructed on unstable subgrade, which condition he called to the attention of the timber company officials, who advised that it is their intention to close down their operations during the season when the roads would be damaged, and to confine them to approximately 9 months of the year when roads are in good shape. He pointed out that from an economical standpoint these operations would more than pay the cost of keeping the road in condition because the income from gasoline tax and licenses would amount to approximately $5,000 a month. He recommended that these companies be permitted to truck logs over these highways provided they will maintain flagmen in the Powder River Gorge, between mileposts 5.8 and 6.0 where the highway is very narrow, to safeguard other traffic, and provided further that no hauling should be done on Saturday afternoons, Sundays, holidays, or during hours of darkness. After some discussion the Commission approved the Engineer's recommendation unanimously.

The Secretary presented a letter from Chas. P. Pray, Superintendent, Department of State Police, concerning motor busses that are being operated over the highways of the state in violation of the statutory width requirement. It appears that a considerable number of these busses are several inches wider than the legal width of 8 feet and there is a question in the minds of the police department officials what to do about it. The Attorney advised that the Commission does not have authority to grant permits for the operation of such overwidth vehicles nor is the Commission in a position to prohibit the operation of such vehicles on public highways. He pointed out that there is a state law which authorizes the Commission to grant permits in certain instances and for certain movements on state highways, but, in his opinion, the legislature which enacted this law did not intend that the Commission should use this authority indiscriminately but simply to grant permits covering exceptional and infrequent movements. The Commission accepted the Attorney's interpretation of the law and instructed the Engineer to advise Mr. Pray accordingly. He was also instructed to tell Mr. Pray that, under the circumstances, the

Commission believes that it is without authority to grant permits to bus companies to operate equipment that exceeds the statutory requirements as to size, weight, or dimensions and that the solution of this problem, in the minds of the Commission, is one committed entirely to the jurisdiction of the Department of State Police.

The Engineer requested instructions in regard to the handling of complaints for violation of the labor provisions of federal aid contracts. He explained that there have been brought to his attention informally, alleged violations of these provisions involving two bridge contractors; in one instance, the laborer claiming that he was paid off by the contractor at the rate of 50¢ per hour, whereas inspection of the certified payroll that the contractor submitted to the Highway Department shows that the man was carried at the rate of 75¢ per hour; and in the other instance, it appears that a carpenter was employed by a contractor more than 30 hours per week, which is in violation of the provisions of the contract covering that feature. He gave as his thought that these complaints should not be ignored, notwithstanding the fact that they were informally presented, and inquired whether he should investigate them, which would necessitate a complete audit of the contractor's books and accounts, or should consider the certified payroll submitted by the contractor to be correct. He suggested that it might be advisable to refer the complaints to the Bureau of Public Roads to bring to the attention of the Department of Investigation for such action as they might wish to take. The Commission took the stand that the investigation of labor complaints is not the responsibility of the State Highway Department and that its responsibility ended when it procured from the contractors certified copies of their payrolls. The Commission concurred with the Engineer, however, that the Bureau of Public Roads should have knowledge of the violations, provided such information is brought to the attention of the Bureau by the complainant direct rather than through the Highway Department. Accordingly, the Commission instructed the Engineer in the present instances and hereafter when similar violations are reported, to advise the complainants orally, through the Resident Engineer, to present their claims direct to the Bureau of Public Roads.

The Attorney reported that an attempt is being made by one Geo.Lammers, a house mover of Eugene, to defeat competitive bidding for moving buildings from the right of way on the Junction City-Eugene Secondary Highway which is soon to be contracted by the Commission, and that he is circulating a petition, which will later be submitted to the Commission for approval, fixing the policy and practice of the Commission in connection with house moving work. He asked the Commission to deny the petition when it is presented because, in his estimation, it would tend to restrict competition and encourage monopolistic and unwholesome transactions. The Commission deferred action in this matter pending filing of the petition by Mr. Lammers.

The Engineer reported the receipt of information that the newly constructed footpath along Barbur Boulevard (West Side Pacific Highway, Portland) is being used as a bridle path by patrons of the riding academies located in that vicinity. He inquired whether or not the Commission desired to do anything to prohibit such practice. The Commission deferred action thereon pending the receipt of protests against the use of the footpath for such purpose.





A letter was presented from Waldport Lions Club advising that they are undertaking as an SERA project the construction of a dike for flood control purposes along the west bank of Lint Slough in Waldport, that they propose to extend this improvement along Mill Street north of the Alsea Highway, which will necessitate construction of a culvert between the railroad and the highway, and would like the Highway Commission to assume the cost of such culvert installation because the city is short of funds. The Engineer advised that an investigation of this proposition reveals that the purpose of the project is to protect private land and that neither the dike nor the culvert would be of any benefit whatsoever to the highway. He recommended that the request be denied but that the Lions Club be permitted to construct its dike and culvert on the highway if they so desire and will pay the entire expense thereof with their own money and will clean up the premises satisfactorily when the job is done. The Commission approved the Engineer's recommendation unanimously and instructed the Secretary to so inform the Lions Club.

There was brought to the attention of the Commission a claim submitted by one Chas. Raffety for overtime work which he alleges he put it when he was employed by the Highway Department in 1930 and again in 1935 and for which he further alleges that he received no compensation. The Engineer advised that Mr. Raffety may have worked extra long hours during 1930 but he was employed then on an oiling crew, on straight time basis; and in the year 1930, because of peculiar circumstances and conditions which prevailed, all oiling work was considered as emergency work and was exempt from the statute which provides for overtime compensation. He gave as his opinion that Mr. Raffety is not entitled to any pay for overtime work put in during that year. He further advised that the records show that Mr. Raffety put in 13 hours of overtime in 1935 but that he did so on his own volition, he having voluntarily entered into an agreement with another employe to work the shift of this employe while he was absent from the job on personal business. He said that, morally, Mr. Raffety is not entitled to pay for the 13 hours overtime which occurred in 1935. However, in view of the fact that, technically, the Commission can be held liable for the payment thereof, and in order to dispose of the matter, he recommended that Mr. Raffety be paid double time for overtime he put in during that year in the event he insists upon such payment. The Commission took no action in the matter.

The Commission had under consideration a report from the Engineer regarding right of way for the Vancouver Avenue approach to the Interstate bridge, particularly at the site of the Columbia River Slough crossing. It appears there is a shingle mill located on property adjacent to the present right of way at the south end of the bridge structure and on the east side of the highway, which should be moved to another location because it is unsightly and constitutes a definite fire hazard to the bridge; also that Multnomah County, which, according to previous understanding, was to furnish the right of way and move the mill now refuses to do so, claiming that it is the state's obligation. The Engineer explained that the road is not a state highway, hence the Commission could not legally spend state money for moving the mill or for the purchase of right of way unless the road was put on the state highway system. It was his thought that the Commission would be justified in doing that from the standpoint of eliminating the fire hazard and accordingly recommended that the

road be designated a secondary state highway. In this connection, the Secretary presented a letter from the Board of County Commissioners of Multnomah County requesting that the Commission take over as a secondary state highway the extension of Vancouver Avenue, county road No. 1242, from the north line of Columbia Boulevard to its connection with the Union Avenue Approach to the Interstate Bridge.

After due consideration of this matter, the Commission indicated by unanimous vote that it would designate this road, from Columbia Boulevard to Interstate Bridge, as a secondary state highway if Multnomah County will make formal application for such designation in accordance with the provisions of the statute covering such matters.

The Commission reconsidered and confirmed the action taken at its previous meeting on September 6, establishing a policy with respect to the preservation of tree growth, the construction and operation of service stations, and other business activities along state highway rights of way. The following resolution in regard thereto was adopted by the Commission by unanimous vote, upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, the Legislature by the enactment of various laws has declared it to be the policy of the State that there shall be acquired, cultivated and maintained trees, timber and shrubs, and the land necessary for their cultivation and preservation, along public highways of the State of Oregon; and

WHEREAS, it is the purpose of the Commission to conform to and promote the said public policy; and

WHEREAS, in the opinion of the Commission the interests of the general public will be served best by the promulgation of rules and regulations with respect to the preservation of trees, shrubs and other approved vegetation along the rights of way of public highways;

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and participating, as follows:

1. That every effort possible consistent with highway construction, maintenance and use, be made for the cultivation and preservation of all trees, shrubs and other desirable and approved vegetation now growing or which may hereafter be planted on or along the rights of way of any primary or secondary state highway.

2. That the Commission use its office and influence to prevail upon property owners planning the erection of buildings, trade fixtures, or other improvements on private lands abutting on public highways to place the same a sufficient distance back from the right of way to afford ingress to and egress from such properties and to provide for the servicing of patrons of any such improvement or business on private property rather than on the right of way of the state highway.





3. That no permission be granted for the cutting of trees or the removal of shrubbery or other vegetation growing upon the right of way or on lands acquired by the State for the cultivation and preservation of trees, shrubs and other vegetation where the cutting or removal of such trees, shrubs or vegetation is not required for the safety of the traveling public.

4. That where private parties are conducting a business upon properties abutting upon primary or secondary state highways and in connection therewith require parking space for the service of patrons or customers, it shall be the policy and practice of the Commission to provide access or approaches from the highway to the said business in such manner that users of the highway desiring to stop at said place may leave the highway and return thereto, but any parking of vehicles by such persons and the service of the same shall be upon private property and not upon the right of way of the highway.

Consideration was given by the Commission to the matter of designating a route for the Old Oregon Trail through the city of Pendleton. After a full discussion of the matter, the following resolution in regard thereto was adopted by the Commission by unanimous vote, upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Washburne:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws 1931, the Highway Commission met in the City Hall of the city of Pendleton on September 17, 1934, for the purpose of conducting a hearing as provided for in said law with respect to the proposed change in the point or place of entrance of the Old Oregon Trail into said city on the westerly side thereof, and the proposed change of a portion of the route through said city; and

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway and the proposed change in the point of entrance of said highway into said city from the westerly direction, and the chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, because of the fact that there was contemplated a change in the point of entrance of said highway at the easterly city limits and also a proposed change in a portion of the route through said city from said easterly entrance, it was deemed advisable to postpone final action with respect to the matters discussed at said meeting until such time as the proposed change of the easterly entrance of said highway and the route through the city leading therefrom had been finally determined; and

WHEREAS, thereafter, to-wit: on the 9th day of September, 1935, pursuant to the requirements of said law, the Highway Commission met in the city hall of the city of Pendleton for the purpose of conducting a hearing with respect to the proposed change in point of entrance of said highway into the city of Pendleton from the east, and with respect to a proposed change in a portion of the route of said highway in and through said city; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway, and also the proposed change in the point of entrance of said highway into said city from the easterly direction, and the chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the records and minutes of the meeting and had declared their approval or disapproval, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and after due and full consideration of all of the matters and the arguments and declarations made both for and against the proposed change of the point of entrance of said highway into the city of Pendleton from the westerly limits and the proposed change of the route of said highway in and through the city extending from the said westerly entrance, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the state at large will be best served by the adoption of both of said proposed changes in the route of said highway in and through the said city and the change in the point of entrance into the said city from the westerly direction and the proposed change in the point of entrance into said city from the easterly direction, all of which said changes will, in the judgment of the Commission, make possible a better alignment,





a more serviceable and convenient thoroughfare into, in and through the said city, and, therefore, that the route and alignment of said highway should be altered and modified and the point of entrance into the said city from the westerly direction thereof and the point of entrance into said city from the easterly direction thereof changed and the route in and through said city should be fixed and determined, all as in said notices announced and at said hearings heard and discussed;

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Old Oregon Trail as the same enters the city of Pendleton from the westerly direction and as the same enters the city of Pendleton from the easterly direction thereof, and the route in and through said city, shall be and the same hereby is located along a route and streets defined and described as follows, to-wit:

> Beginning in the center of the present constructed highway where the same intersects the Westerly City Limits of the City of Pendleton, said point being in the center of Webb Street; thence Easterly along the center of Webb Street to a point which is approximately the intersection of Webb and Post Streets. Thence in a northeasterly direction across Blocks 17 and 16, Reservation Addition, crossing Franklin Street, to an intersection with the (proposed) relocated Oregon Trail Highway in said Block 16. Thence following along the center of the relocated Old Oregon Trail Highway in a southeasterly direction across Blocks 16, 66, 65, 64, 63 and 130, (crossing Webb, Union, State, Benefit and Turk Streets) to a point in the center of Turner Street; said point being approximately 130 feet east of the intersection of Turk and Turner Streets. Thence easterly along the center of Turner Street to the East boundary of said Reservation Addition; thence continuing along the same easterly direction approximately 210 feet. Thence in a northeasterly direction, leaving the said Old Oregon Trail Highway, approximately 900 feet to a point in the center of the present constructed Oregon-Washington Highway, which point is approximately 100 feet distant southwesterly from the southerly end of the bridge over the Umatilla River.

2. That the said above described route, location, and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission, and erect proper signs on the streets over which said highway is routed and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with plans and specifications heretofore by this Commission approved.

4. That this resolution be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the Mayor of the city of Pendleton and a like copy to the County Court of Umatilla County.

The Commission also discussed the matter of rerouting the Wallowa Lake Highway through the town of Enterprise in Wallowa County. Commissioner Aldrich moved the adoption of the following resolution in regard thereto:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws 1931, the Highway Commission met in the Wallowa County Courthouse in the City of Enterprise on September 10, 1935, for the purpose of conducting a hearing provided for in said law with respect to a proposed change in a portion of the route of the Wallowa Lake Highway through the said city; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route, and alignment of the said portion of said highway, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the state at large will be best served by the adoption of said proposed change in route of the highway, which said change will in the judgment of the Commission make possible a better alignment and a more





serviceable and convenient thoroughfare through said city; and, therefore, that the route and alignment of said highway should be altered and modified, and the altered and modified route through said city should be fixed and determined, all as in said notice announced;

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Wallowa Lake Highway from where the same enters the city of Enterprise at the westerly limits thereof, and thence through said city to the easterly limits thereof, shall be and the same hereby is located along a route defined and described as follows, to wit:

Beginning at the point of intersection of the center line of the present Wallowa Lake Highway, with the westerly city limits of the town of Enterprise, said point being approximately 760 feet west and 1140 feet south of the northeast corner of Section 3, Twp. 2 South, Range 44 E., W.M., thence in a general northeasterly direction along the center line of the present constructed highway to the intersection of North and Forsythe Streets; thence along the center of North Street to the center of River Street; thence southerly along the center of River Street to a point approximately midway between Residence and Alamo Streets; thence turning to the left and extending in an easterly direction, crossing the Prairie Creek Branch of the Wallowa River and connecting with the present constructed Wallowa Lake Highway at a point approximately 430 feet south of the intersection of Residence and Prairie Creek Streets. Thence continuing in an easterly direction along the Wallowa Lake Highway to the easterly city limits, said point being approximately 40 feet north of the center of Section 1, T. 2 S., R. 44 E., W.M.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and make proper record thereof in the records of the Highway Commission and proceed with the permanent improvement of said highway along the route herein defined, and in harmony with plans and specifications heretofore by this Commission approved.

The motion was duly seconded by Commissioner Washburne and was declared by Chairman Cabell to have carried by the unanimous vote of the Commission.

The Commission had under consideration at this time a resolution from the County Court of Lane County requesting the Commission to approve the selection and designation as a secondary highway of the county road commonly known as the "Prairie Road" which extends in a southerly direction from the town of Junction City to the city of Eugene, approximately paralleling the Oregon Electric Railroad between these points. It appeared to the Commission that such designation is necessary in order to carry out the plans for the construction and improvement of said road, whereupon the Commission approved the county's request. The following resolution relative thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Lane County Court of the State of Oregon, has selected the highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with the other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following named highway, route, or location of a highway in Lane County be and the said highway, location or route hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Junction City-Eugene Secondary State Highway Number 223, described as follows:

Beginning at the intersection of 6th and Ivy Streets, Junction City, Oregon; which point is Engineer's center line station 1614+43.5 Bk. equals 0+00 Ah.; thence S. 1° 57' E. a distance of 663.0 feet to engineer's center line station 6+63; thence





N. 88° 03' E. a distance of 12.0 feet; thence S. 1° 57' E. a distance of 4,325.8 feet to engineer's center line station 49+88.8 P.S.; thence on a Talbot Spiral Curve left (the long chord of which curve bears S. 2° 37' E.) a distance of 400 feet to engineer's center line station 53+88.8 P.S.C.; thence on a 5,729.58' radius curve to the left (the long chord of which curve bears S.4°49' E.) a distance of 173.3 feet to engineer's center line station 55+62.1 P.C.S.; thence on a Talbot Spiral Curve left (the long chord of which curve bears S. 7° 01' E.) a distance of 400 feet to engineer's center line station 59+62.1 P.T.; thence south 7° 41' E. a distance of 709.8 feet to engineer's center line station 66+71.9 P.S.; thence on a Talbot Spiral Curve right (the long chord of which curve bears S. 7° 01' E.) a distance of 400 feet to engineer's center line station 70+71.9 P.S.C.; thence on a 5,729.58' radius curve to the right (the long chord of which curve bears S. 4° 49' E.) a distance of 173.3 feet to engineer's center line station 72+45.3 P.C.S.; thence on a Talbot Spiral Curve right (the long chord of which curve bears S. 2° 37' E.) a distance of 400 feet to engineer's center line station 76+45.3 P.T.; which point is 100 feet distant westerly and parallel to the Oregon Electric Railway; thence S. 1° 57' E. a distance of 22,971.8 feet to engineer's center line station 306+17.1; thence on a Talbot Spiral Curve left (the long chord of which curve bears S. 3° 15' E.) a distance of 400 feet to engineer's center line station 310+17.1 P.S.C.; THENCE ON A 2,926' radius curve to the left (the long chord of which curve bears S. 17° 58' E.) a distance of 1,235.7 feet to engineer's center line station 322+52.8 P.C.S.; thence on a Talbot Spiral Curve to the left (the long chord of which curve bears S. 32° 41' E.) a distance of 400 feet to engineer's center line station 326+52.8 P.T. Bk. equals 326+53.2 Ah.; thence S. 33° 59' E. a distance of 19,182.7 feet to engineer's center line station 518+35.9 P.S.; which point is 100 feet distant westerly and parallel to the Oregon Electric Railway; thence on a Talbot Spiral Curve right (the long chord of which curve bears S. 33° 46½' E.) a distance of 250 feet to engineer's center line station 520+85.9 P.S.C.; thence on a 11,459.16' radius curve to the right (the long chord of which curve bears S. 30° 41½' E.) a distance of 1,066.7 feet to engineer's center line station 531+52.6 P.C.S.; thence on a Talbot Spiral Curve right (the long chord of which curve bears S. 27° 36½' E.) a distance of 250 feet to engineer's center line station 534+02.6 P.T.; thence S. 27° 24' E. a distance of 1,922.5 feet to engineer's center line station 553+25.1 P.S.; thence on a Talbot Spiral Curve to the left (the long chord of which curve bears S. 27° 36½' E.) a distance of 250 feet to engineer's center line station 555+75.1 P.S.C.;

thence on a 11,459.16' radius curve to the left (the long chord of which curve bears S. 30° 41' E.) a distance of 1,063.3 feet to engineer's center line station 566+38.4 P.C.S.; thence on a Talbot Spiral Curve to the left (the long chord of which curve bears S. 33° 45½' E.) a distance of 250 feet to engineer's center line station 568+88.4 P.T. Bk. equals 568+89.9 Ah.; thence S. 33° 58' E. a distance of 7,425.1 feet to engineer's center line station 643+15.0 P.S.; thence on a Talbot Spiral Curve left (the long chord of which curve bears S. 36° 38' E.) a distance of 800 feet to engineer's center line station 651+15.0 P.S.C.; thence on a 2,864.7' radius curve to the left (the long chord of which curve bears S. 63° 53½' E.) a distance of 2,192.4 feet to engineer's center line station 673+07.4 P.C.S.; thence on a Talbot Spiral Curve left (the long chord of which curve bears S. 88° 29' E.) a distance of 400 feet to engineer's center line station 677+07.4 P.T.; thence S. 89° 49' E. a distance of 71.6 feet to engineer's center line station 677+79.0 Bk. equals 677+69.5 Ah.; thence S. 89° 49' E. along the center line of 6th Avenue west produced (Eugene, Oregon) a distance of 550 feet to the west city limits of Eugene at engineer's center line station 683+19.5 which station is the end of survey.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

**The Engineer** reported that certain portions of the Hebo- Dolph Section of the McMinnville-Tillamook Highway have been rendered useless as a part of the traveled section of said highway by reason of the reconstruction of the highway on revised alignment; nevertheless they are needed for other public purposes such as storage sites, parking areas, etc. He recommended that the Commission take appropriate action to preserve these portions for such public use. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Highway Commission found it necessary to relocate portions of the McMinnville-Tillamook Highway in Tillamook County; namely, portions of the section generally known as the Dolph-Hebo Section of said highway; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there have been eliminated from the main traveled portion of said highway certain sections or fragments of land, which said sections or fragments of land are more specifically defined and described hereinafter in this resolution and are reflected on maps or blueprints marked "Exhibit 'A'" and "Exhibit 'B'", a copy of each of which is attached hereto and made a part hereof; and





WHEREAS, while said sections or fragments of land are not required for use as a part of the main or travelled section of the highway, nevertheless the same are required, can be used, and are essential for other public purposes, to wit: storage purpose , parking areas and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragments or parcels of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragments or parcels of land which heretofore were within the right of way proper of the Dolph-Hebo Section of the McMinnville-Tillamook Highway in Tillamook County, but which by reason of a relocation or realignment of said highway are now without the area improved and used by the traveling public, but are adjacent to and abut upon the said right of way, shall be preserved by the Highway Commission for such other public use as said lands may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same, which said parcels or fragments of land are described as follows, to wit:

Right of Way to be Retained by State

| Dolph-Hebo Section | | McMinnville-Tillamook Hwy | Tillamook County |
|---|---|---|---|
| | | Exhibit "A" | |
| Station | to Station | North or South Side of Hwy | Total Width |
| 411+50 | 421+00 | North | 60 feet |
| 423+00 | 431+50 | South | 60 feet |
| | | Exhibit "B" | |
| 534+00 | 541+00 | North | 60 feet |
| 568+50 | 585+00 | South | 60 feet |

In addition to the foregoing descriptions of said fragments or parcels of land there are attached hereto two blueprints or maps, marked "Exhibit 'A'" and "Exhibit 'B'", which by this reference are made parts hereof and upon which maps or exhibits there is shown shaded in red the land or parcels of land formerly within the old right of way, but which are now by this official act preserved for public purposes. The said exhibits or maps for identification purposes bear the signature of R. H. Baldock and W. E. Chandler and bear date of July 17, 1933.*

* Map filed in Right of Way Abandonment and Retention File - No. 7.

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragments of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Tillamook County.

The Commission also had under consideration the recommendation of the Engineer that a portion of the Lower Columbia River Highway at the site of the John Day River Bridge crossing, be eliminated from the state highway system and turned over to Clatsop County to maintain, inasmuch as this short section has been rendered valueless for state highway purposes by reason of reconstruction of the highway on revised alignment. The Commission approved the Engineer's recommendation and adopted the following resolution in regard thereto by unanimous vote:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Astoria-Svensen Section of the Columbia River Highway in Clatsop County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved, and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Astoria-Svensen Section of the Columbia River Highway in Clatsop County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and such fragment of right of way is, so far as control and supervision of





this Commission is concerned, left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Clatsop County, for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

> Beginning at a point opposite and westerly from the center line of the present relocated Lower Columbia River Highway, approximately 3.24 miles east of the city limits of Astoria, said point being at engineer's station 291+50 (and approximately 350 feet west of the John Day River); thence in a southerly and easterly direction along the original constructed highway, crossing the John Day River, to a point opposite and southerly from the center line of said relocated highway at engineer's station 284+40; the section to be abandoned being located in Sections 23 and 24, Township 8 North, Range 9 West, W. M.

In addition to the foregoing description of said abandoned right of way there is attached hereto a white print or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of September 12, 1935. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed, and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Clatsop County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Columbia River Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Clatsop County and beyond any responsibility or supervision by the State Highway Commission.

* Map filed in Right of Way Abandonment and Retention File - No. 8.

The Commission adjourned at 12:30 o'clock p.m. to reconvene at 2:00 o'clock p.m. in the city council chambers in Oregon City, to conduct a public hearing in regard to rerouting the East Portland-Oregon City Highway through that town.

Oregon City, September 26, 1935.

The State Highway Commission reconvened in special session at 2:00 o'clock p.m. in the city council chambers of Oregon City in accordance with notice previously given to the city authorities on August 24, to obtain expressions from the citizens relative to the Commission's proposed plans for rerouting the state highway through that town, in compliance with the provisions of section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws 1931. Present were:

Chairman Henry F. Cabell
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

There were also present about 225 residents of Oregon City and vicinity.

Chairman Cabell called the meeting to order and briefly explained its purpose and the law which requires the Commission to hold a public hearing in any incorporated city or town before it changes or alters an existing state highway route into or through such city or town. He said that the Commission's engineers have made exhaustive studies of the highway situation in Oregon City looking for a permanent betterment of existing conditions, the results of which have just been reported to the Commission. He then called upon the State Highway Engineer to read his report.

The Engineer read the report and exhibited maps showing the alternate routes discussed therein. He also explained briefly the advantages and disadvantages of each route. Chairman Cabell then invited all persons interested to express their views in regard to the matter.

Mr. J. A. Roach, owner of the Oregon City Foundry, expressed his confidence in the State Highway Commission and its engineers and gave as his thought that the selection of a route should be left entirely with the State Highway Commission. He said that he is not prejudiced in any way and that any route the Commission selects will be satisfactory to him, although he favored the Bluff route which would afford a straight highway with good visibility and no overhead objections, and would eliminate a very bad railroad crossing on Singer Hill Street.

Mr. Morris Holman, President, Oregon City Chamber of Commerce, stated that it has been the policy of the Chamber of Commerce for many years to work in cooperation with the State Highway Commission in the interest of good





roads; and, until this year, they have never taken any official action in endorsing any particular route for any highway, but in connection with the rerouting of the highway through Oregon City they have gone on record as favoring the Water Street route.

Mr. Bernard Schoenburg, County Commissioner, and Chairman of Clackamas County Planning Board, spoke in favor of the Water Street route. In order to clarify the position taken by the Clackamas County Planning Board, he read and presented to the Commission a resolution adopted by the Board endorsing the Water Street route. He also filed with the Commission numerous petitions signed by residents and business men of Oregon City, urging the Commission to select the Water Street route for the super-highway through Oregon City.

Mr. W. W. Jones, Engineer for Clackamas County Planning Board, filed with the Commission a map supporting the resolution and petitions which were filed by Mr. Schoenburg.

Mr. L. O. Harding introduced Mrs. Florence Gerke, who represented the Portland Garden Club. Mrs. Gerke gave as her thought that the logical place for the highway is along the water front where the natural resources and beauties of the Willamette River could be emphasized and played up to the greatest advantage. She declared that if the Water Street route is adopted, Oregon City could then have the distinction of being the first city in the state of Oregon to combine a useful highway with a scenic situation; wherefore, from an aesthetic standpoint, the Commission should adopt the Water Street route.

Mr. Stephen Betts spoke in favor of what is known as the "Canyon Route". He predicted that in a few years the area west of Main Street will all be included in the industrial district of Oregon City and a main highway in that district would be a menace.

Mr. Edmond G. Wilson stated that he is not a resident of Oregon City but is deeply interested in where the highway through that city is to be located. He favored the "Bluff Route" because, in his estimation, cross traffic would be reduced to a minimum and congestion in the business district would be greatly relieved. It was his thought that the water front district should be left for parking purposes.

Mr. A. M. Kirsch, who stated that he resides 10 miles east of Oregon City, spoke in favor of the Bluff Route, saying that it is not a question of whether or not it will benefit any certain person or group of people or will furnish the most beautiful outlook, but rather will it benefit the most people and be the least expensive to taxpayers. He gave as his thought that the decision in this matter should be left to the State Highway Engineer and added that the Bluff Route is his choice because it will eliminate one of the most dangerous railroad crossings in the state.

Senator Linn E. Jones, ex-Mayor of Oregon City, favored the Water Street Route. He stated that he owns property that will be taken for the highway if the Bluff Route is selected, for personal reasons would hate to lose this and

property because of its sentimental value, although he would consent thereto if necessary to effect progress. He reviewed the history of highway development in Oregon and declared that the state highway law was enacted largely through the efforts of the Oregon City Chamber of Commerce, Oregon City Civic Organization and prominent business men of that city whose wishes, in his estimation, should now be considered in the selection of a route for the highway through their city. It was also his thought that the tourists should be given an opportunity to pass through the city business district and talk to the business men, which they would not do if they were required to double back into the city because of the location of the highway.

Mr. W. T. Sullivan, engineer, endorsed the remarks of Mr. Jones and presented arguments counteracting statements of Mr. Buse, Mr. Adams and Mr. Kirchan, which appeared in the Oregon City Enterprise on the previous day endorsing the Bluff Route. He declared that the Bluff Route would not afford clear vision of 1000 feet in any direction as indicated by the Engineer's plans; that the grades on both Water Street and Bluff Route would be practically the same; and that the argument to the effect that the Bluff Route would eliminate one of the worst grade crossings in the state (Singer Hill) is emphasized too much. He also declared that the Bluff Route where it enters Main Street will cause more danger to traffic than Singer Hill Street ever has or ever will, because traffic going towards Portland will be descending a steep grade and will enter into the line of heavy traffic, including street car traffic on Main Street, at a high rate of speed. Regarding the arguments of those favoring the Bluff Route, that the river frontage will some day be the industrial center of Oregon City, Mr. Sullivan said that would not occur because industries should be located across the river where there is greater room for expansion. He protested the adoption of the Bluff Route from the aesthetic standpoint, declaring that the motorists would see nothing but the roofs of buildings from that location, whereas they would have an unobstructed view at all times along the Water Street Route. He concluded his remarks by saying, "Taking everything into consideration, the Water Street Route would be the best, not only for the city of Oregon City but for the entire State of Oregon."

County Judge W. O. Vaughn stated that the County Court of Clackamas County is unanimously in favor of the adoption of the Water Street Route. He also said that the County Court is vitally interested in reducing the tax burden of the farmers of Clackamas County, and the Court feels that this can only be accomplished by the selection of Water Street for this highway. He presented a letter from the County Court in this regard.

Mr. W. H. Howe, an old resident of Oregon City, spoke in favor of the Water Street Route.

Mr. F. A. Hammerle, Mayor of West Linn, stated that the majority of the citizens of West Linn endorse the Water Street Route because they feel that their town will secure more benefit from the highway in that location.

Mr. J. H. Smith, representing Hawley Pulp and Paper Company, gave as his understanding that the selection of the Bluff Route will necessitate the discontinuance of operations of the Willamette Valley Southern Railroad,





which transports raw material to their paper mill, and for that reason they are in favor of the highway being routed along Water Street. He also objected to the Bluff Route because it would interfere with the plans of his company to construct a filter plant on the bluff overlooking their plant, which location, he said, is the only logical place for such filter, in connection with which they propose to construct an overhead chute across the present highway to move the wood pulp from the filter to their mill.

Mr. A. Trewelawney, representing the Oregon City Woolen Mills, stated that their plant is a tourist attraction and they have had as many as 1100 visitors in one day, whom they value very highly and fear they will lose in the event the highway is routed on the Bluff through Oregon City. The Oregon City Manufacturing Company, he said, favors the Water Street route.

Mr. Frank Busch, an old resident of Oregon City, stated that, in his estimation, Water Street is the only route for this highway although he will approve any route that the Highway Commission selects.

Mr. R. H. Cherrick, President, Canby Chamber of Commerce, told the Commission to build a modern highway on the shortest, safest and straightest route possible. He gave as his thought that it would be a good thing to bypass cities and towns in order to avoid traffic congestion and asserted that if tourists are interested they will make it a point to visit these towns, notwithstanding that it takes a few minutes extra time.

Mr. T. R. Franklin predicted that some day Oregon City will be a suburb of Portland and that Water Street will be in the center of Oregon City wholesale district, for which reason, in his estimation, the Commission should adopt the Bluff Route.

Mr. L. Adams stated that everybody in Oregon City, except those people who have selfish motives in view, favors the adoption of the Bluff Route. He declared that petitions which have been filed with the Commission are of no importance because the same names appear on each petition, no matter which route it favors. He also declared that people who have business interests on the hill are as much entitled to consideration as those whose interests are in the center of the down town district.

Mrs. Eva Emery Dye spoke in favor of the Bluff Route, saying that, in her estimation, Oregon City cannot afford to give up ground along the river front for a wide road inasmuch as that land will be needed later for warehouses and wharfs and for parking space for automobiles.

Mr. W. H. Lines, representing the Portland Electric Power Company, endorsed the Water Street Route. He said that Water Street is the only route under consideration that will not interfere seriously with their daily freight and passenger traffic operations in Oregon City; also, if they are required to alter or change their facilities in any way they will expect reimbursement from the state for the full cost thereof. He also said that if the Water Street Route is adopted they will terminate their street car line at 4th Street if the State would purchase a new terminal site for them, which will eliminate one highway crossing, but they could not terminate their freight

traffic at this location because it is essential to maintain freight service to the paper mills for the transportation of logs, etc.

Mr. Walter Buse declared that the Bluff Route is a masterpiece of engineering and that he endorsed it because it allows traffic to go through their city uninterrupted and still provides an easy way for tourists to enter the business district if they so desire, without crossing a railroad or another highway in doing so. He also spoke for the Bluff Route from a scenic standpoint and predicted that if the highway is constructed in that location people will come a long distance to view the scenery, whereas if the traffic is routed through the business district people will stay away because of traffic congestion. He also predicted that the selection of the Water Street Route will hasten the construction of the proposed cut-off from Portland to Aurora through Wilsonville, which would take all of the Pacific Highway traffic away from Oregon City.

Mr. F. W. Beers, an old resident of Oregon City, admonished the laying aside of petty jealousies and the unification of efforts for the best interests of Oregon City. He predicted that the Water Street area will eventually be the industrial district of Oregon City, which is no place thru which to route traffic. He urged the Commission to select any route under consideration except Water Street.

Mr. Neberhall endorsed the Bluff Route. He pointed out that the Portland Electric Power Company in the north end of Oregon City will not be eliminated by the adoption of the Water Street Route and would still be a menace to highway traffic.

Mr. T. D. Humphrey, Editor of the Oregon City Enterprise, declared that the best interests of the majority of the people of Oregon City would be served by the adoption of the Water Street Route because it would encourage tourist business, which, he said, is a great asset to any community. It was his thought that such business would be discouraged by the adoption of the Bluff Route.

Mr. A. G. Howe declared that the only place in Oregon City for industrial plants is along the Willamette River water front between the Clackamas County Court House and the Clackamas River; also that the width of the water front area in Oregon City is too narrow to accommodate a highway and industrial plants which undoubtedly will arise in the future; wherefore, inasmuch as there is no other location available for industries, the logical thing to do is to build the highway on some other location and leave the river front for those industries. He endorsed the Bluff Route.

Mr. Clark F. Tooze, an old resident, stated he has no business interests that will be served by the adoption of any of the routes under discussion but he favored the selection of the Bluff Route because it will provide an additional highway through their city for tourist traffic. He pointed out that automobile parking space is now at a premium in their down town district, especially on Saturdays, and gave as his thought that the water front area should be reserved for such purpose, it being the only place





available and convenient and is now being used for such purpose. He added that if the Commission constructs the highway along Water Street without providing a suitable place for parking of cars, it will add greatly to the traffic congestion in their town and will greatly increase the danger of traffic accidents.

Another member of the delegation stated that, in his estimation, the prediction made by some of the speakers that the water front district some day will be an industrial center, is far fetched. He gave as his thought that the industries prefer railroad facilities to river facilities and would rather have their plants located on a railroad than on the river front, which would discount the prediction. He advocated the adoption of the Water Street Route, which he said is favored by 100% of the business men of their city.

Mr. O. D. Eby, attorney, spoke as Chairman of the Highway and Roads Committee of the Oregon City Chamber of Commerce. He said that 99% of the members of their Chamber of Commerce are in favor of the Water Street route and that in arriving at this decision they have looked at the matter from every possible angle. He gave as his thought that considerable difficulty would be encountered in acquiring right of way along the Bluff Route from people who are advocating that route. The Chamber of Commerce, he says, has always encouraged the establishment of new industries in their city and is now asking that the Highway Commission construct its main highway along Water Street, which they would not ask the Commission to do if they had any idea or thought that it would interfere with industries in any way. He declared that the proper location for industries is to the north of their present business district, where he said there is plenty of available room and industrial traffic will not interfere in any way with the highway. He concluded his remarks by saying, "We of the Chamber of Commerce, and of the Road Committee, with all due consideration, are against the hill route and support the Water Street Route."

Mr. Fred Perrine, Secretary of the Oregon City Chamber of Commerce, spoke in favor of the Water Street Route. He said the Chamber of Commerce is not represented for a selfish purpose; that it has no property to sell, and is only interested in the best interests of Oregon City. He advised that he has been authorized by Mr. L. M. Lepper, Director, East Side Commercial Club, Portland, who was unable to be present at this hearing, to state that the East Side Commercial Club and its highway committee endorses the Water Street Route.

Mr. T. L. Charman advocated the continuance of the present highway on Main Street with flattened turn at the northeast corner of Main and Fifth Streets, the widening of the subway under the Southern Pacific Company's tracks, and the widening of Main Street between Fifth and Sixth Streets to 80 feet. He gave as his thought that it is only a question of time when the Portland Electric Power Company will remove its tracks from Main Street, which would eliminate that objection to the selection of the Main Street Route.

Mr. C. H. Seagraves made a motion to the effect that the matter should be left entirely with the State Highway Commission. There were a number of seconds to this motion but Chairman Cabell stated that the

Commission came here to secure expressions from all persons interested and would like to continue the meeting until all who desired have been heard. Thereupon Mr. Seagraves withdrew his motion.

Rev. Julian Mochford, Rector of St. Paul's Church, spoke in favor of the Water Street Route. He discounted the argument presented that the water front area is needed for industrial development.

Mr. J. R. Latourette spoke in favor of the adoption of the Water Street Route. He gave as his thought that the best way to ascertain the views of the people of Oregon City regarding this matter is an examination of the names appearing on the petitions filed with the Commission today. He declared that the petitions are authentic and represent the views of the majority of the people of Oregon City, most of whom favor the Water Street Route. He further declared that the Water Street Route has been endorsed by the County Planning Board and by all of the business men in the lower part of town and by all but three on the hill who favor the Bluff Route. He pointed out that the Water Street Route is also favored by the County Court, representatives of the churches on Water Street, the Pulp and Paper Company, Woolen Mills, and the Crown Willamette Paper Company. Furthermore, the Portland Electric Power Company and the two Oregon City banks also favor the Water Street Route. He referred to a certain map filed by the Engineer for the Clackamas Planning Board, on which is shown in colors the property owners who favor the Water Street Route and those who favor the Bluff Route, and pointed out that between the south end of their city and 11th Street the map shows virtually a solid block of blue, which represents those favoring the Water Street Route. He discounted the arguments that the water front area is needed for industrial purposes. He also discounted the arguments of speed, safety, costs, and proper regard for community interests. He declared that the Bluff Route is only 292 feet shorter than the Water Street Route over a total distance of 7500 feet and that it would take only 7 seconds longer to go through their town via the Water Street Route than via the Bluff Route. As to the safety feature of both routes, he declared that the Bluff Routs would be much more dangerous than the Water Street Route because north-bound traffic at the north end of Main Street would have to cross two railroad lines; namely, the Portland Electric Power Company interurban line and the tracks of the Willamette Valley Southern which condition, he said, does not exist on the Water Street Route. In regard to community interests, he stated that the business men of Oregon City as well as the business men of any other city, value very highly the nickels and dimes that tourists spend in their respective cities but these tourists will not spend their money in these cities unless they are routed through the city streets and it is convenient for them to shop, which would not be the case in Oregon City if the Bluff Route is adopted; therefore, the best interests of Oregon City would not be served. He presented additional arguments in favor of the adoption of the Water Street Route.

Mr. Lynch, who stated that he has lived in Oregon City for 43 years, declared that 80% of the merchants of Oregon City do not live in Oregon City so should not be considered in the matter of selecting the highway route.





All that they want, he said, is to sell their water-front property. He urged the Commission to select the route that it deems best and without favor to any particular individual or interests.

Mr. Gordon Miller, representing Miller's Garage, presented a copy of the petition filed with the Commission June 14, 1933, in which the Commission is urged to adopt the highway route through Oregon City and commence construction thereof as quickly as possible, and which leaves the Commission the selection of a route for such highway.

Mr. Geo. Lawrence pointed out that the petition presented by Mr. Miller has been signed by practically all of the business men of Oregon City and the members of the Chamber of Commerce.

The Reverend Mr. Essex, Pastor of the Ten o'clock Presbyterian Church, stated that he lives at Beaver Creek, about 8½ miles southeast of Oregon City, but is greatly interested in the routing of the highway through Oregon City and came to this meeting with the intention of speaking in behalf of the Water Street Route but after listening to the arguments has changed his mind and now favors the Bluff Route. He pointed out that the city hall, city library, and one of the finest churches in Clackamas County have been built in the hill district of Oregon City, and, in his estimation, the highway should also be constructed on the hill. A road constructed on the Bluff Route, he said, could be considered as a road that will tie the downtown business people to the uptown business people in a Christian way.

There being no others present desiring to be heard in this matter, the hearing was concluded at 5:30 o'clock p.m., with the understanding that the Commission would reconvene immediately in the Benson Hotel, Portland.

Portland, Oregon, September 26, 1935.

The State Highway Commission reconvened at 6:00 o'clock p.m. in Room 401, Benson Hotel, at which meeting there were present: Henry F. Cabell, Chairman; E. B. Aldrich, Commissioner; R.H.Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary. Commissioner Carl G. Washburne was excused from this meeting because of previous engagement.

The Engineer reported on the cost to construct a connecting railroad track between the existing tracks of the Northern Pacific Company and the Union Pacific Company in Pendleton, necessitated by the proposed East Pendleton grade separation project. He estimated that such connecting track would cost about $3,000; also, that it would cost about $3,322 additional to install automatic track signals at this location. After due consideration the Commission authorized the Engineer to include these items in the plans for this project.

The Secretary presented a certified copy of a resolution adopted by the city of Pendleton declaring the Northern Pacific tracks on Webb Street, Pendleton, a nuisance and ordering the removal of such tracks from said street. The Commission ordered the resolution filed in the Department records.

The Commission had under consideration a communication from the Grants Pass Ministers' Association requesting permission to erect three "Welcome" signs at the outskirts of Grants Pass on the three major highways leading into that city. In the discussion of this matter it was brought out that at numerous points throughout the state signs are now being maintained on state highway rights of way by various civic organizations, such as the Rotary Club and the Kiwanis Club; and the question arose whether these organizations should be permitted to continue to maintain their signs in these locations or should be required to remove them. It was also brought out that the Commission has no established policy in regard to permitting civic organizations to maintain their signs on state highways. After due consideration of this matter the Commission instructed the Secretary to inform the Grants Pass Ministers' Association that, pending a determination of the legality of the procedure and the adoption of a policy in regard to the maintenance of civic organization signs on highways, the Commission will permit them to erect three signs on the state highways at the locations desired near Grants Pass, subject to the condition that they will remove the signs immediately upon notice to do so from this Commission. The Engineer was instructed to ascertain from the Oregon Roadside Council its attitude in regard to the matter of permitting civic organizations to maintain their signs on state highway rights of way.

A letter was presented from Paul B. Rynning, County Engineer of Jackson County, requesting a survey of the Little Butte Secondary Highway from what is known as "McAlister Soda Springs" to the junction of the present road near Fish Lake in Jackson County, and that right of way stakes be set for the benefit of the Supervisor of the Rogue River National Forest in connection with certain clearing operations which he proposes to undertake with CCC workers if such survey stakes are provided, which will enable the County to do additional grading work on this road next year if that item is approved in their 1936 budget. The Engineer gave as his thought that the state would benefit considerably by such clearing and grading work and he recommended that he be authorized to conduct a location survey along the section proposed by Mr. Rynning. The Commission approved the Engineer's recommendation unanimously.

A resolution was presented from Winema Grange No. 652, Columbia County, in which the Commission was requested to improve at once the roadbed and ditches along the Nehalem Secondary Highway between the end of the concrete pavement near Camp Boyington in Clatsop County and the end of the oiled road west of the town of Vernonia in Columbia County, so that oiling of this road may be done early in the year 1936. The Engineer was instructed by the Commission to investigate this matter and prepare an estimate of cost to oil this road as requested, for consideration of the Commission at its next meeting. He was also instructed to present at such meeting a list of desirable oiling projects for consideration in the formulation of the oiling program for 1936.

There was presented to the Commission for consideration a petition signed by 80 residents and property owners of the Capitol Hill, Ryan Place and Multnomah districts of southwest Portland; a letter from West Hills Post 166 American Legion; petition signed by 43 residents of the community known as "West Portland", and a communication from the Board of County Commissioners





of Multnomah County, all of which requested the Commission to take whatever action may be necessary by the erection of warning signs, painting of traffic stripes, or the construction of tunnels at the intersection of the West Side Pacific Highway (Barbur Boulevard Extension) with Capitol Highway in the Community of West Portland, to provide a maximum of safety for school children and other pedestrians who cross the highway at this location. The Commission instructed the Engineer to investigate this matter and ascertain whether or not the school maintains a schoolboy patrol at this intersection. If such patrol is maintained, then he is simply to paint the customary school signs on the pavement on each side of the crossing. If no schoolboy patrol is maintained at this location, then the Engineer is to paint on the pavement the customary pedestrian crossing lane in addition to the school crossing sign.

The Attorney reported on the status of acquisition of the right of way and timber needed for the Wolf Creek Highway. He said that the cruise of the timber is now in progress but has not yet been completed; further, that based on payment of $2.50 per thousand for the timber, the cruise so far shows that the amounts payable to the various companies for the timber already cruised are as follows:

| | | |
|---|---|---|
| Rupp Timber Company | $2,500.00 | |
| Detroit Trust Company | 1,500.00 | |
| Oregon-American Lumber Co. | 12,000.00 | plus damages |
| Wright-Blodgett Lumber Co. | 300.00 | |
| Redder-Bush Company | 250.00 | |
| Total | $16,550.00 | |

He estimated that the total cost of timber based on the complete cruise would amount to about $25,000 at $2.50 per thousand. He inquired as to what maximum price he should offer the several companies for their timber. The Engineer gave as his thought that $2.50 per thousand is too much to pay. He pointed out that the Commission is now advertising for bids to be received on October 8 for the clearing and grading of a 6-mile section of this highway between the Nehalem River and Rock Creek and that haste in the acquisition of the rights of way along this section is essential in order that the contract can be awarded on the day that bids are received. He suggested that the Commission enter into a written agreement with the owners of timber along this particular section permitting the state to enter upon their property and to cut the timber on the right of way prior to the conclusion of the right of way negotiations, so that construction operations will not be delayed, and if such agreements cannot be consummated with the timber owners, that the Attorney be authorized to institute condemnation proceedings to acquire the right of way. The Commission approved the Engineer's suggestion and instructed the Attorney to negotiate with the timber companies on that basis. He was also instructed to follow the same procedure in the acquisition of timber belonging to the Churchill, Schroeder, and Miami corporation interests along the Salmon River Highway in Polk, Lincoln, and Tillamook Counties.

The Attorney requested instructions in regard to effecting settlement with the Rupp Investment Company for timber on the land that Clatsop County acquired from them last year for right of way for the Wolf Creek Highway. It appears that when Clatsop County acquired this right of way it

purchased the land only and no provision was made by the county to pay for the timber growing thereon and Mr. Rupp now contends that he is entitled to pay for this timber and has asked the state to settle the account because the county has turned the right of way over to the state and the public has obtained some advantage and value therefrom, for which he has not been paid. The Attorney reviewed the history of this matter, which has previously had the attention of the Commission. After some discussion the Commission authorized the Attorney to tell the Rupp Investment Company that if they can substantiate their claim with the proper evidence that the state's contractor and the state have benefitted by taking this timber, then the Commission will consider their claim a just one and will pay it.

A carbon copy of a letter directed to the Consolidated Timber Company, Glenwood, Oregon, by the County Court of Washington County, regarding the acquisition of right of way for Wilson Highway across the holdings of this company in Washington County, had the attention of the Commission. According to this letter, the County agrees with the Consolidated Timber Company that when the right of way for the Wilson River Highway across the company's holdings is cleared, the merchantable timber shall be cut and the logs left in such condition that they may be utilized by the company; also, that in the construction of this highway no interference will be caused to the company's logging operations, or with the construction of any railroad spur which the company may construct across this highway right of way where it extends across the property of the company; also, that the agreement between the county and the company extends for a period of three years from September 16, 1935.

The Engineer advised that he has no objection to saving the logs for the use of the Consolidated Timber Company; also, that he has no objection to offer regarding the provisions in the agreement for non-interference with logging operations or for construction of the spur tracks because it is not likely that any construction work will be undertaken on this section of the Wilson River Highway within the next three years when the agreement terminates, although under ordinary circumstances he would strenuously oppose such arrangement. He added that he did not believe that the county's arrangement will affect the highway work in any way; whereupon the Commission ordered the communication filed in the department records without action.

The Attorney requested authority to negotiate with the Albert Estate, Salem, for the acquisition of some property required for right of way in connection with the construction of the North Santiam Highway between Mehama and Mill City in Marion County; also, that he be authorized to file a condemnation complaint in connection with this matter if a satisfactory settlement cannot be obtained by such negotiations. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

> WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;





NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

> Mehama-Mill City Section of the North Santiam Secondary Highway No. 162

land and property owned by or in possession of the following parties and/or persons, to wit:

> Albert Estate, Inc.

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. VanWinkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer requested authority to purchase certain parcels of real property needed for various highways throughout the state. The Commission approved his request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth; and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved; and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:





| Section Hwy and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Junction City-Eugene Section-Pacific Hwy** | | | | |
| Burroughs, Robert | R/W | 0.033 | $750 per A.plus $75.25 | Parker |
| Gardiner, W.E. | R/W | 21.334 | 7000 | " |
| Stickley, F.H. | R/W | 0.29 | 145 | " |
| **Rock Creek-Wallowa-Wallowa Lake Hwy** | | | | |
| Johnson, J.R. | R/W | 0.094 | $ 75 per A. plus $7 | Benson |
| **Redmond-Bend Section-The Dalles-California Hwy** | | | | |
| Ireland, Elizabeth A. | R/W | 463 sq.ft. | This property to be in exchange for other property outside right of way | McCallister |
| **Pendleton-Stanfield-Old Oregon Trail Hwy.** | | | | |
| Whitmore, M. E. | R/W | 6.64 | $ 25 per A. plus $264.75 | Benson |
| **Sherman County-Columbia River Hwy.** | | | | |
| Fulton, Lulu B. | Gravel Pit | | 5¢ per cu. yd. 16 mos. lease | McCalllister |
| **Juntura-Chimney Creek Section-Central Oregon Hwy** | | | | |
| Delsole, L.P. | Borrow Pit | 1.30 | Gratis 1-year lease | Benson |
| Currey, Fred | " " | 1.31 | Gratis 1-year lease | " |
| Juntura Investment Co." | " | 44550 sq.ft. | Gratis | |
| **Ashland-Neil Creek Section-Pacific Hwy.** | | | | |
| Lamkin, C.B. | R/W | 0.02 | $5 Lump sum | McCallister |
| Venable, Mamie | R/W | 0.81 | Gratis | " |
| Williams, J. H. and Martin, W.O. | " | 0.03 | $5 Lump sum | " |
| Homes, Fred C. et al | " | 2.83 | $100 per A. | |
| | | 1.00 | $20 per A. plus $110 | " |
| Moore, Homer | " | 0.15 | $300 per A. plus $130 | " |
| **Buell-Salt Creek Section-Dallas-Coast Hwy.** | | | | |
| Eisele, Joseph (correction) | R/W | 1.60 | $50 per A. | " |
| **Umatilla-Hermiston Section-Old Oregon Trail Hwy.** | | | | |
| Northern Pacific Ry. | R/W Quarry site road | 2.77 | Gratis | DeSouza |
| Umatilla County | R/W | 1.47 | " | Benson |

| Section Hwy and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Rice Hill-Oakland Section-Pacific Hwy.** | | | | |
| Rice, Erwin | R/W | 2.58 | $650 Lump sum | Bentley |
| Busch, Jacob | " | 10.8 | at $35 per A. plus $330 | " |
| **Ecola State Park Road** | | | | |
| Mattson, Fredreka | R/W | 7500 sq.ft. | $150 Lump sum | " |
| **Prineville-Ochoco Dam Section-Ochoco Hwy.** | | | | |
| Lanius, Harry | R/W | | | |
| Gravel Pit & for hauling road | | 11.97 | $1000 Lump Sum | McCallister |
| **Dayville-Flat Creek Section-John Day Hwy.** | | | | |
| Liveira, Mary S. | R/W | 1.135 | $10 per A. | |
| (Correction) | | 1.442 | $100 per A. plus $306 | Benson |
| **Troutdale Section-Columbia River Hwy.** | | | | |
| O.W.R.& N.Co. | Stock Pile | 0.5 | $19 Lump sum 1 yr. lease | Chandler |
| **Roseburg Section-Pacific Hwy.** | | | | |
| McNabb, Peter A. | Scale Site | 5000 sq.ft. | $75 Lump sum | Bentley |
| **Mill City-North Santiam Hwy.** | | | | |
| Stamatogianes, John | R/W | 1.83 | $50 per A. | " |
| **Astoria** | | | | |
| Clatsop County Maintenance Hdqtrs Site | | 15 lots (37500 sq.ft.) | Gratis | Bishop |
| **Florence Section-Oregon Coast Hwy.** | | | | |
| Lane County | R/W | 4600 sq.ft. | Gratis | Parker |
| **Florence-Glenada Section-Oregon Coast Hwy** | | | | |
| Carlile, John E. | R/W | 1480 sq.ft. | $15 Lump Sum | " |
| **Myrtle Point-Coquille Section-Roseburg-Coos Bay Hwy.** | | | | |
| Radabaugh, Henry J. | Stock Pile | 0.75 | $100 Lump sum | " |
| **Neil Creek-Barron Creek Section-Pacific Hwy.** | | | | |
| Christensen, John H. | R/W | 1.01 | $75 Lump sum | DeSouza |
| **Junction City-Eugene Section-Pacific Hwy.** | | | | |
| Spencer, Alonzo C. | R/W | 0.358 | Exchange property to be acquired for $150 plus $550 | Parker |
| Blais, Clara M. Trustee | " | 4.90 | $300 per A. | " |
| Wagner, Maud | " | 1000 sq.ft. | Land $10 plus $95 | " |
| Machette, Dorothy | " | 700 sq.ft. | 1¢ per sq.ft. plus $13 | " |
| Graville, Laura | " | 0.10 | Land $15 plus $7.50 | " |





The Engineer reported that he has been invited to attend the "Fall Conference on Modern Bituminous Practice", to be held at Helena, Montana, on November 12, 13 and 14, 1935, for a discussion of the construction of low cost highway surfacing, and that he has been asked to serve on the conference board which will handle the discussions, and answer questions on "Fundamentals of Successful Bituminous Practice". He inquired whether or not he should accept this invitation. The Commission, by unanimous vote, authorized the Engineer to attend this conference at state expense provided it meets with the approval of Governor Martin.

The Engineer requested authority for Construction Engineer H. G. Smith and Maintenance Engineer J. N. Bishop to go to Sacramento, California, at state expense, to inspect a new type of pavement base known as "Slorry Base" which is being constructed in that locality. He gave as his thought that the Oregon Highway Department should become familiar with all modern practices in highway construction and, whenever possible, should inspect new types of construction to the end that they be incorporated in the Oregon specifications if found to be of value. He added that it is claimed that the use of the "Slorry Base" will greatly reduce the cost of certain types of highway construction and that he is extremely desirous of investigating this type and securing the benefits thereof for Oregon. After due consideration the Commission approved sending Engineers Bishop and Smith to Sacramento for this purpose at state expense provided the same meets with the approval of Governor Martin.

The Commission had under consideration at this time the matter of the acquisition of additional land for the revised location of the Umpqua Highway between its junction with the Oregon Coast Highway at Reedsport and the town of Scottsburg, Douglas County. The Attorney reported that a considerable portion of land needed by the state for such purposes is included in the list of properties which Douglas County proposes to sell shortly for delinquent taxes, and that the county has agreed to turn over to the state for right of way purposes any of this land that is desired by the state and is not bid in by private individuals. He suggested that it would be a good idea if the Commission authorized someone to be present when the property in question is being auctioned, and that this person be instructed and empowered to submit bids for these properties in competition with others who may desire the same tracts if it is found necessary and desirable in order to acquire the properties for state highway purposes. After due consideration the Commission approved the Attorney's suggestion and authorized him to attend such property tax sales and acquire such properties as may be needed for highway rights of way in competitive bidding against private individuals if the said tracts can be acquired at reasonable prices, considering the needs of the state and the areas being sold as tax units.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Saxton & Looney, contract No. 1648 for regrading and surfacing Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County, requested an extension of time of 30 days from August 31 to September 30, 1935, within which to complete this contract. They

gave as their reason for the delay that the work was handicapped by inclement weather and they were required numerous times during the progress of the work to suspend operations because of wet weather conditions. The Engineer advised that the reason given by the contractors for the delay in completing the contract within the time specified is correct; that heavy rains greatly increased the amount of slide material to be removed and that at times work had to be stopped entirely because of the bad condition of the hauling road. He further advised that progress on this job was very satisfactory during periods when no interference was caused by inclement weather. The general public, he said, has not been inconvenienced by the delay, neither has the state incurred any great amount of extra engineering expense. He recommended that the extension be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Jacobsen-Jensen Company, contract No. 1656 for grading Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County, requested an extension of time of 60 days in which to complete this job, giving as their reason for such request that they were required to perform considerably more work than was specified in the contract and that their operations were handicapped by bad weather conditions. The Engineer advised that the reason given by the contractor for the delay in completing this job within the specified time limit is correct. He pointed out that it was originally contemplated to construct only a 3.82-mile section, but the specifications made provision for extending the contract if the Commission so desired, and actually the contractor constructed 1.55 miles of work more than was originally intended. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

Berke Bros., Inc., contract No. 1670 for grading Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County, requested an extension of time of 30 days, from August 31 to September 30, 1935, in which to complete this project, giving as their reason that they encountered extremely hard material during the last two or three weeks of their operations which greatly handicapped the progress of their work. The Engineer advised that the reason given by the contractor for the delay is substantially correct. He further advised that the traveling public has not been inconvenienced by the contractor's delay because this section is not on the present traveled highway; also that the cost of supervision has not been greatly increased because the resident engineer and his crew have been employed on other work at the same time. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

R. I. Stuart & Sons, contract No. 1680 for furnishing rock for the Modoc Point and Keno portions of the Klamath Rock Production





Project for The Dalles-California and Green Springs Highways in Klamath County, requested additional extension of time, from July 1 to August 31, 1935, in which to complete this job. The Engineer advised that the contractor's delay was caused principally by the fact that he had inadequate equipment to handle the work. However, the state has not been inconvenienced thereby because the contractor has had available for the state at all times sufficient rock to take care of immediate needs. He also advised that the engineering costs in connection with the job have not been increased to any extent, because the engineering crew was employed on other work at the same time. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

Edlefsen-Weygandt Company, contract No. 1722 for grading, surfacing and construction of bituminous macadam on the West Entrance to The Dalles Section of the Columbia River Highway in Wasco County, requested an extension of time of 60 days, from August 31 to October 31, 1935, within which to complete this project, giving as their reason that they were handicapped by the delay of the bridge contractor in completing his bridge contract and by the fact that they encountered difficulties in connection with rock excavation. The Engineer advised that, due to peculiar rock conditions, the contractor was unable to use sufficient powder to break the rock up fine enough so it could be handled and that they overran the specified time limit notwithstanding the fact that they worked two and three shifts; also, that a large proportion of the excavation was required to be hauled across Mill Creek bridge but that such work was delayed because the bridge was not completed until the last of July. He pointed out that the engineering expense in connection with this project has been increased a considerable amount; nevertheless, he recommended, because of extenuating circumstances in connection with the job, that the contractor be not penalized and that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

J. W. & J. R. Hillstrom, contract No. 1725 for grading, surfacing and oiling the Empire-Pigeon Point Section of Cape Arago Secondary Highway in Coos County, requested an extension of time of 7 days, from August 31 to September 7, 1935, in which to complete this job, giving as their reason that they were not permitted by the Resident Engineer to finish the shoulders and ditch work until the oiling crew had completed the oiling operations. The Engineer advised that the contractors experienced considerable difficulty in securing suitable aggregate from their quarry for the oil mat surface treatment and were obliged to have some of this material shipped in from outside sources. However, the main reason for the delay was caused by the use of old equipment, which frequently broke down, slowing up their work. He said that the traveling public was somewhat inconvenienced by the delay and there was a small increase in the engineering expense; however, he recommended, notwithstanding these things, that the 7-day extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

A. G. Plant Company, contract No. 1730 for the construction of a bridge over Sucker Creek on the I.O.N. Highway in Malheur County, requested an extension of time of 30 days, from August 15 to September 15, 1935, in which to complete this job, giving as their reason that they encountered difficulties in securing bridge timbers. The Engineer advised that the contractors' operations were delayed for approximately 6 weeks in securing treated lumber for this structure. He gave as his thought that an extension of time should not be granted, as a general rule, on the grounds that there has been a delay in securing delivery of materials, as that is something for which the contractor is responsible. However, in the present case, inasmuch as the overrun of the time limit was not very great and for the further reason that this job was a small one and the general public has not been inconvenienced by the delay, he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance:

Contract No. 1711 with Averill & Philpott for the construction of a bridge over Mill Creek near Mulino on the Cascade Secondary Highway in Clackamas County;

Contract No. 1731 with W. W. McFarland for the construction of a bridge over Nelson Creek on the Cold Springs Highway, in the city of Pendleton, Umatilla County.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, The Engineer has reported that the following state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are ready for acceptance:

Contract No. 1711 with Averill & Philpott for the construction of a bridge over Mill Creek near Mulino on the Cascade Secondary Highway in Clackamas County, completed July 31, 1935;

Contract No. 1731 with W. W. McFarland for the construction of a bridge over Nelson Creek on the Cold Springs Highway, in the city of Pendleton, Umatilla County, completed August 6, 1935;

THEREFORE, BE IT RESOLVED, that the work covered by said highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment is hereby authorized.





The Commission signed a bargain and sale deed conveying to the city of Pendleton for transfer to the Oregon-Washington Railroad and Navigation Company a small parcel of land containing 29,870 square feet situate in Lot 27 of Hazel Addition to the city of Pendleton; said transfer being in accordance with that certain tri-party agreement, dated March 28, 1935, between the State Highway Commission, Oregon-Washington Railroad and Navigation Company, and the city of Pendleton, whereby the State Highway Commission was to acquire by agreement or condemnation any right of way for the new location of the Oregon-Washington Railroad and Navigation Company's wye tracks which the city of Pendleton is unable to acquire, the city to reimburse the state for such expense later.

There being no further business to come before the Commission at this time, the meeting was adjourned at 7:00 o'clock p.m.

Henry F Cabell
Chairman

State Highway Engineer

E B Browning
Commissioner

Secretary

C. V. Washburn
Commissioner

Portland, Oregon. October 7, 1935.

The State Highway Commission met in special session at 8:00 o'clock p. m. in Room 204, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Carl G. Washburne phoned that he could not be present at this special meeting but would attend the regular meeting on the following day.

The Commission had under consideration matters pertaining to the proposed Wilson River Highway and the Wolf Creek Highway W.P.A. projects which are being sponsored by the city of Portland; and particularly some questions which have been raised by Mr. E. J. Griffith, State Administrator for the Works Progress Administration.

It appears, from information received from Mr. Griffith, that the Works Progress Administration will not approve W.P.A. road construction projects which involve improvements to federal highways; also, that the Works Progress Administration requires that right of way for W.P.A. road construction projects shall be acquired in the name of the county in which the road is located, and it is concerning these points that Mr. Griffith desires enlightenment for transmittal to W.P.A. headquarters in Washington, D. C.

The Engineer advised that the Wilson River Highway and the Wolf Creek Highway are both state primary highways and are also federal-aid highways, but no money has been expended for the construction of either highway within the limits of the proposed W.P.A. projects. The Attorney advised that there is no legal barrier to acquiring the right of way for these projects in the name of the counties if the Commission so desires; and if it is later deemed advisable to have title vested in the state, arrangmments could be effected with the counties concerned for transfer of the title from the county to the state. After full discussion of this matter, the Commission decided to transmit such information to Mr. Griffith at once by telegram, as follows:

PORTLAND OREGON OCTOBER 7 1935

E J GRIFFITH STATE ADMINISTRATOR
WORKS PROGRESS ADMINISTRATION
1749 S W TERRACE DRIVE PORTLAND OREGON
ANSWERING YOUR VERBAL QUESTION OF THIS AFTERNOON
(1) RIGHT OF WAY ON WOLFCREEK AND WILSON RIVER HIGHWAYS CAN BE ACQUIRED IN THE NAMES OF THE COUNTIES
(2) BOTH ROADS ARE ON STATE PRIMARY AND FEDERAL AID SYSTEMS
(3) NO FEDERAL MONIES HAVE BEEN EXPENDED ON SECTIONS THAT WPA PROPOSES TO BUILD

OREGON STATE HIGHWAY COMMISSION

OCT 7 1935

The Engineer discussed with the Commission his written report dated October 5, 1935, on the economic features of the contemplated improvement of the East Portland-Oregon City Highway through Oregon City. The Commission approved the Engineer's report but decided to defer action thereon until the following day when a public accouncement of its stand in the matter would be given.

The Engineer rendered a written report dated October 5, 1935, as previously ordered by the Commission, in regard to the alternate routes proposed for a primary arterial highway extending from Portland to the Mt. Hood district, one of which routes involves the modernization of the existing state highway known as Powell Valley Road, through the town of Gresham, and the other the construction and extension of Foster Road, Portland, to a connection with the Mt. Hood Highway near the town of Sandy. After a full discussion of this report, the Commission concluded that, while the Foster Road project is a worthy one and should be constructed at some future day, it is apparent that the economic advantages of such road do not justify its construction at the present time and that the Commission's efforts in providing better road facilities to the Mt. Hood district should be concentrated on improvements to the existing Powell Valley Road.

The Commission decided also to announce this decision to the delegation which the Commission understands is to be present on the following day in behalf of the Foster Road improvement, and to further advise this delegation that the state will construct, as a county road project, to be financed with federal relief moneys, a short section at the east end of the proposed Foster Road improvement, if Clackamas County will provide the required right of way.

Messrs. Geo. A. Haskin and J. L. Brooks, representing Haskin and Brooks Construction Company, to whom the Commission awarded Contract No.1682 for grading the Bolon Island Section of the Oregon Coast Highway, near Reedsport, in Douglas County, came before the Commission and submitted a written request for the termination and acceptance of their contract. They gave as their understanding that their contract calls for excavating a variable quantity of material, up to 110,000 cubic yards, all of which they have completed with the exception of about 7,000 cubic yards, at a considerable financial loss to themselves. They said that they could not complete the job without considerable additional financial loss, because of the unusual conditions under which the work must be undertaken, and asked the Commission to relieve them of their obligation, stating that in their estimation the Commission will incur no undue hardship by doing so. They agreed to clean up the premises and leave the job in condition satisfactory to the Engineer if the Commission will accept their job as complete notwithstanding the fact that there remains to be moved some 7000 cubic yards of excavation.

The Engineer advised the Commission that the Haskin and Brooks contract calls for the construction of an embankment requiring about 110,000 cubic yards of excavation from a certain cut located within the highway right of way on Bolon Island, but it did not require the excavating of the entire cut because it was intended that the major portion thereof would be removed under a subsequent contract, inasmuch as it was not needed for the Haskin and Brooks job. He further advised that Haskin and Brooks Construction Company





bid in this project at a figure considerably less than the Engineer's estimate and that they have completed about 90% of the work involved therein, notwithstanding the fact that they have lost considerable money by so doing. He pointed out that this project is being financed with federal funds and that the Commission could not take any definite action on the contractor's request without the approval of the Bureau of Public Roads, which he doubted could be secured unless the state would pay the cost of completing the job with state money. He also said that, in so far as the state is concerned, it would be satisfactory to terminate this contract if the Commission is willing and if there is no legal barrier, because the Commission is calling for bids to be received on Wednesday of this week for the completion of the cut, and arrangements could be made with the new contractor to take out the material left by Haskin and Brooks. He advised that the specifications for the Haskin and Brooks contract have not been altered since the contract was awarded and he assured the Commission that he would not consider relieving Haskin and Brooks from their responsibility were it not for the fact that in this particular instance the contract did not call for excavating the Bolon Island cut to a specified grade line but instead provided for only a partial completion of this cut; and for the further reason that 90% of the material has been taken out. He suggested that, under the circumstances, the Commission might consider that Haskin and Brooks Construction Company has fulfilled its obligation.

The Engineer inquired of Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, whether or not, in his estimation, the work completed by Haskin and Brooks constitutes substantial compliance with the provisions of the contract and whether or not he would approve letting the next contractor complete this job. Mr. Lynch replied that he believed the federal government would not approve final payment for this job until the excavation had been made to the grade line shown on the plans.

After further discussion of this matter the Commission decided to defer a decision thereon until bids for the completion of the cut in question have been received on Wednesday of this week. Mr. Haskin agreed to secure in the meantime a letter from the Associated Indemnity Company, surety on the bond furnished by his company in connection with this job, consenting to the termination of the job as requested.

The Engineer submitted a written report dated October 5, 1935, on the results of reconnaissance surveys of the suggested routes for a new highway extending from the Lower Columbia River Highway, near St. Helens, to a connection with the Nehalem Secondary Highway, near Vernonia, in Columbia County, as heretofore ordered by the Commission. He read the report, which discloses that, in his estimation, there are only two routes deserving of consideration, one of which extends from Vernonia to St. Helens, and the other from Vernonia to Rainier, and that the St. Helens road is given preference.

The report also discloses that it would be possible to reduce the distance from Vernonia to Portland and St. Helens by the construction of a road from Vernonia to Scappoose along the route previously considered for Portland's short-cut to the sea, provided a wye connection was made at a place called Spitzenberg, one leg of which would lead to Portland and the other to

St. Helens. The Engineer advised that to construct such route would cost approximately $2,000,000, whereas, if the Scappoose connection were eliminated, construction costs would be reduced to $1,500,000.

The Engineer's report also covered the matter of the construction of the so-called Cox Creek route between Pittsburg and St. Helens. Concerning this project, the report indicates that, while this route is about 2 miles shorter than the Pittsburg-St. Helens route, construction is heavier and it would cost about $500,000 to make it usable by traffic, whereas the present Pittsburg-St. Helens Road could be improved from time to time, by stage construction, as funds become available, and could be used by traffic continuously.

The Engineer gave as his thought that it would be desirable, when funds are available and traffic increases, to improve the road facilities between the Nehalem Valley and the Columbia County Seat, St. Helens, which is now served by the circuitous Pittsburg-St. Helens Road, and to improve the present C.C.C. road from the Nehalem Valley through Apiary to Rainier, but present traffic does not justify the expense of reconstructing them throughout at the present time. He suggested that the present Pittsburg-Vernonia Road could be fixed up in very good shape to last for a long time for about $200,000 and that for an expenditure of about $50,000 considerable grading and rocking would be accomplished on the Apiary-Wilark Road, which would satisfactorily care for the traffic that these roads carry. He pointed out that the Apiary Road is the one recommended for construction by the Columbia County Planning Committee and that the Pittsburg-St. Helens Road has the endorsement of the Columbia County Court and the city of St. Helens. After considerable discussion the Commission approved the Engineer's report unanimously and ordered that a copy thereof be transmitted to Columbia County Court.

The Engineer reported that he has been requested by Mr. Rufus C. Holman, State Treasurer, to prepare a set of graphs showing the condition of the state's finances similar to those which he prepared three years ago. He inquired whether or not he should accept this responsibility, in view of the time and expense involved. The Commission authorized him to assist Mr. Holman in this matter.

The Engineer requested instructions in regard to the control and regulation of trucks engaged in the transportation of logs on state highways. He advised that certain highways which are being subjected to concentrated log-hauling operations are not standing up under that traffic and it is costing the state considerably more to maintain these sections than adjoining sections as is evidenced by the fact that during the past three years on the Oregon Coast Highway, between the Wolf Creek Highway junction and Seaside, the Commission has awarded two contracts for furnishing maintenance materials and has under consideration at this meeting a request to authorize an additional contract for such purpose, at an estimated cost of $30,000.

He pointed out that the Commission has truck scales located at various points throughout the state but these scales are not proving to be as effective as they should be because they are used by the State Police only intermittently, it being the practice of these officers to make use of the





scales only at stated intervals, which practice is known to the log haulers who pay no attention to the weight of their loads except during the periods when weighing is in progress. He suggested that it might be possible to obtain the services of a special police officer to check logging trucks exclusively and to arrange with the Public Utilities Commissioner for the cancellation of the permits of the operators who are found to be continuously violating the load requirements. He also suggested that, on account of the fact that there is such a wide variance in the weight of logs of the same size, which makes it difficult for operators to estimate the weight of their loads, a tolerance of 1000 pounds be allowed for each axle of the truck. The Commission agreed with the Engineer that something should be done to penalize operators who habitually violate the load requirements, but deferred a decision in this matter pending a joint conference with the Superintendent of State Police and the Public Utilities Commissioner in regard thereto. The Secretary was instructed to arrange for a conference with these officials on the following day.

The Engineer presented a list of desirable oiling projects for consideration by the Commission in arranging its 1936 oiling program for state funds. After careful study of this list the Commission selected the following projects for construction in 1936 and authorized the Engineer to advertise these projects for bids to be received at the proper time:

| | | |
|---|---|---|
| Division No. 1 | | |
| Nehalem Highway (Pittsburg to Mist) | $42,000 | |
| Corvallis-Newport Highway (Pioneer Mt.-West) | 25,000 | $67,000 |
| Division No. 2 | | |
| Umpqua Hwy (½ Reedsport-Scottsburg) | 50,000 | 50,000 |
| Division No. 3 | | |
| McKenzie Hwy (Lava Beds-East) | 28,000 | 28,000 |
| Division No. 4 | | |
| Wallowa Lake Hwy (Elgin-Rock Creek) | 55,000 | |
| Pendleton-Cold Springs Hwy (Holdman-West) | 55,000 | 110,000 |
| Total | | $255,000 |

The Engineer discussed with the Commission the proposed Commercial Street-Franklin Avenue project in the city of Astoria, involving the construction of a dredged sand fill which the city has offered to put in for a price of 10¢ per cubic yard, or a total of approximately $3300. He advised that the tentative plan for the performance of this work was to contract the grading and paving work together and to authorize the contractor to sub-let the dredge work to the city; however, subsequent to the time this arrangement was considered, the Bureau of Public Roads adopted a policy of allowing no payment to the state, either directly or indirectly, for the use of county-owned, state-owned, or municipally-owned equipment employed on federal projects; furthermore, the Bureau has numerous rules and restrictions applying to subcontracting, employment of labor, et cetera, which interfere with and complicate the handling of work on the basis contemplated, and make it difficult, if not impossible, to finance the fill construction with federal moneys in a practicable manner that will be satisfactory to all parties concerned. He recommended, in view of the circumstances, that the fill construction be undertaken as a strictly state project, to be paid for entirely with state funds, which would make it possible for the state to arrange with the city of Astoria to do

such work with its dredge equipment and to contract the paving work as a federal project without question by the Bureau. Such an arrangement, he said, would not only be more satisfactory to all parties concerned, but it would enable the city to complete the dredged fill before winter so it would be in good condition for paving in the spring. After full discussion of this matter the Commission adopted the Engineer's recommendation unanimously, subject to the condition that there are no legal restrictions.

The Commission had under consideration a letter from Mr. Luke M. Bleakney, Aloha, Oregon, complaining of the condition of the drainage ditch along the Tualatin Valley Highway in front of his place at Aloha, wherein Mr. Bleakney alleges that, before the highway was widened at this location, drainage water was carried past his place through a tile drain and that he was told, when he donated land for the widening of the highway, that this tile drain would not be disturbed. However, upon his return from several years' absence from the state, he finds that the agreement has not been carried out and there now exists an open drainage ditch in front of his premises, which ditch is unsightly and interferes with the improvement of his property. He asks the Commission to install new drain tile and to fill in the ditch. The Engineer advised that it would cost $75 to install a 12" drain tile in front of Mr. Bleakney's property, including the necessary back-filling and the placement of surfacing materials thereon. He gave as his thought that, if Mr. Bleakney's allegations are correct, he is entitled to this improvement, and recommended that he be authorized to proceed with the work in the event investigation reveals that there was a tile drain in the ditch before the highway was widened. The Commission approved the Engineer's recommendation unanimously.

The Engineer discussed with the Commission the matter of permitting civic service groups to erect and maintain signs on state highway rights of way. He explained that heretofore it has been the practice of organizations of this kind to place their signs on state rights of way without obtaining permission from the State Highway Department, and now the Highway Department employes hesitate to remove them because the members of the groups are influential men in their respective localities. He advised that the signs usually are grotesque in design, do not harmonize with their surroundings, are seldom maintained in good condition, and are placed at dangerous locations where they attract the attention of a driver at a time when he should be giving his undivided attention to the road. He requested instructions whether or not to cause these signs to be removed from the right of way. The Commission deferred a decision in this matter for the time being.

The Engineer discussed with the Commission the salaries of three men employed in the Bridge Department,- namely, C. H. Darby, structural designer, Joseph A. Weber, structural designer, and Cecil Gardner, designer draftsman. He said that the rates of these men for a long time have been out of line with the rates of other employes of comparable ability but that no adjustments were asked for them at the time the previous adjustments were made because they were at that time employed on work in connection with the Coast Highway bridges and were being paid at special rates applicable on that particular work; also, that these men are now needed on other bridge





work which would require that they be paid salaries based on the old rates unless the Commission approves increasing their rates to conform to the rates of other employes who have similar duties. He recommended a base rate of $235.00 for Mr. Darby and Mr. Weber, which would result in a current rate of $201.16 per month, and a base rate of $200 per month for Mr. Gardner, which would result in a current rate of $174.80 per month. The Commission approved the Engineer's recommendation unanimously and authorized him to present the matter to the State Budget Director.

The Engineer reported, as previously instructed by the Commission, on the cost to improve an extension of the Coos River Secondary State Highway in Coos County, from its present terminus at Allegany to what is known as Golden Falls, as requested by Butler Brothers, Marshfield, who have offered to donate to the state, for park purposes, 120 acres of their timber land, including Golden Falls, if the state or county will expend about $15,000 to improve this road so that they can truck out logs. He said that the present road from Allegany to Golden Falls, a distance of 10.6 miles, is very crooked and narrow, being a one-way road throughout, except at certain points where turnouts have been provided; also, that the road is in very poor condition, and to rebuild it to secondary highway standards with a grade about 20' wide and surfacing for two-way traffic, including construction of a few small bridges, would cost about $260,000. He also said that the present road cannot be improved satisfactorily, to withstand logging traffic, for $15,000, and an expenditure of that amount for such purpose would, in his estimation, be a waste of funds. He advised that this road carries very little traffic and predicted that it would be many years before travel thereover would increase to the point which would justify an expenditure to reconstruct the road to secondary highway standards.

The Parks Engineer, who was present, advised that the area Butler Bros. propose to donate to the state would make a very fine addition to the state park system if the Commission could find some way to acquire it besides rebuilding the road. He concurred in the opinion of the Engineer that its acquisition is not justified by the expenditure of the estimated amount that it would take to improve present road facilities. He pointed out that Coos County now owns the area known as "Silver Falls", in this same district, and that it is proposed to establish a C.C.C. camp in this park in April of next year to do development work. He suggested that there is a possibility that arrangements could be made to extend the activities of this camp to include the improvement of the road up to Golden Falls and to develop these falls if the state or county will acquire this property. The Commission approved the Parks Engineer's suggestion and, after some discussion, decided to defer further action on this matter until next spring. The Parks Engineer was instructed to convey this information to Butler Brothers.

The Commission had under consideration the appointment of a committee to act in an advisory capacity and to make recommendations of policy and operation as a guide for its newly organized department for the promotion of tourist travel. It was the thought of the Commission that a committee consisting of twelve members who are interested in this field of endeavor, should be appointed and that the members should be selected as representative of all parts

of the state; also that members of the committee should be reimbursed for necessary expenses incurred by them in attending their meetings from time to time. After due consideration of this matter, the following men were selected by the Commission, subject to confirmation by Commissioner Washburne and by Mr. F. L. TouVelle, Jacksonville, who replaces Commissioner Washburne on the Commission on October 9, as desirable members of this committee:

Dr. E. B. McDaniel, President, Oregon State Motor Ass'n, Portland, Ore.
Raymond B. Wilcox, Wilcox Building, Portland, Ore.
Donald J. Sterling, Managing Editor, Oregon Journal, Portland, Ore.
John A. Laing, Attorney, Public Service Building, Portland, Ore.
Robert W. Ruhl, Editor, Mail Tribune, Medford, Ore.
Frank Jenkins, Editor, Evening Herald, Klamath Falls, Ore.
Robert W. Sawyer, Editor, Bend Bulletin, Bend, Ore.
Hugh Ball, Editor, Hood River News, Hood River, Ore.
Ed. W. Miller, Secretary-Manager, Oregon Coast Hwy Ass'n, Marshfield,Ore.
R. R. Cronise, Editor, Democrat-Herald, Albany, Ore.
Merle R. Chessman, Editor, Astorian-Budget, Astoria, Ore.
Chas. H. Reynolds, Chairman, Hwy Committee, LaGrande Chamber of Commerce, LaGrande, Ore.

The Commission authorized the Engineer, also subject to confirmation by Commissioner Washburne and Mr. TouVelle, to reimburse the members of this committee for traveling expenses and living expenses incurred by them in attending the meetings of the committee.

The Secretary was instructed by the Commission to notify the members of their appointment by appropriate letter as soon as the appointments have been confirmed.

A letter was presented from County Judge W. R. Cook, Jefferson County, in which the Commission was requested to take over and maintain as a secondary state highway the county road which extends from Camp Sherman, on the Metolius River, in a southerly direction a distance of about 4 miles, to a connection with the Santiam Highway near the Jefferson-Deschutes County Line about 9½ miles northwest from the town of Sisters. The Engineer advised that there are no secondary highway funds available to finance the maintenance of this road, the secondary highway allotment to Jefferson County being needed to maintain roads now on the secondary system in that county, and to help finance construction work on the Warm Springs Highway. He called attention to the fact that the Commission now has an established policy which prohibits adding any more roads to the secondary system at the present time and he recommended that the Commission adhere to this policy until its finances improve. The Commission approved the Engineer's recommendation and instructed the Secretary to advise Judge Cook to that effect and to inform him also that the Commission will reconsider his request later if and when adjustments are made in the secondary highway system.

Parks Engineer S. H. Boardman reported on a number of park matters as follows: He said that he has made definite arrangements to develop Saddle Mountain State Park in Clatsop County by the construction of trails, cleaning





away underbrush, et cetera, and that he intends to establish a C.C.C. camp in this park on November 1, 1935, to undertake this work, but in order to secure maximum benefits from this improvement the work should be extended northerly to the top of Saddle Mountain which is located in a tract of 1400 acres that is owned by the State of Oregon and is under the control of the State Land Board. He advised that his forces cannot enter upon nor improve the area controlled by the State Land Board unless that Board will transfer its interests to the State Highway Commission. Due to the desirability of this development which, he said, would result in one of the finest scenic and recreational spots in the state, he recommended that a communication be directed to the State Land Board requesting transfer of its interests in this property to the State Highway Commission. The Commission approved the Parks Engineer's recommendation and instructed the Secretary to direct a letter to the State Land Board requesting the transfer of this property.

The Parks Engineer reported the results of investigations for enlarging and improving Short Sand Beach State Park, located adjacent to the Oregon Coast Highway in northern Tillamook County. He said that Mr. S.G.Reed, who owns considerable property in this vicinity, has stated his willingness to deed to the state, free of cost, 200 acres of land bordering on the highway and the present park, but he wants $15 per acre for some additional property consisting of two tracts, one of which contains about 158 acres and the other about 80 acres, or a total of $3,570 for the entire acreage. He also reported that, as previously authorized by the Commission, he contacted Mr. W.P.Sinnott in regard to the acquisition of a 145-acre tract that he owns in this vicinity but has not been able to reach a satisfactory settlement with Mr. Sinnott and indications are that it will be necessary to condemn his property if the Commission wants it. He pointed out that Tillamook County owns 120 acres of land adjoining this park, which the County Court has consented to deed to the state; therefore, it would be desirable from the state's standpoint to acquire the Reed property at $15 an acre and to condemn the Sinnott property if Mr. Sinnott will not sell at a reasonable figure. He said that if the Commission will acquire these additional lands he will establish a C.C.C. camp in the park to construct trails, clean up debris, etc., and to construct a roadway to the summit which would make available for the general public a wonderful scenic view unexcelled anywhere. After due consideration of this matter, the Commission voted unanimously to accept Mr. Reed's donation of 200 acres, and Tillamook County's donation of 120 acres; also, to purchase from Mr. Reed at $15 per acre the two tracts mentioned by the Parks Engineer.

In regard to the Sinnott property, the Commission decided to acquire this by purchase, if possible to do so at a reasonable figure, otherwise to condemn the property. The Parks Engineer was authorized to continue negotiations for the acquisition of all of this property on the basis of this decision.

The Parks Engineer reported the receipt of a communication from George W. Buck, Multnomah County Roadmaster, advising that the Board of County Commissioners is desirous of deeding to the state, for park purposes, 61 acres of land situate adjacent to the Upper Columbia River Highway at what is known as the "Figure 8" a short distance east of Crown Point, and a 1-acre tract of land lying between the Columbia River Highway and the Sandy River at the east

end of the bridge at Troutdale. He advised that the 61-acre tract adjoins Talbot State Park and would make a fine addition thereto; and that the 1-acre tract at Troutdale is also acceptable for park purposes. He recommended that the county's offer be accepted. The Commission approved the Parks Engineer's recommendation by unanimous vote and instructed the Secretary to write an appropriate letter to the Board of County Commissioners thanking them for this gift.

The Parks Engineer reported the receipt of a deed from the Federal Government transferring to the state title to 975 acres of land overlooking the Pacific Ocean at Cape Lookout in southern Tillamook County; also, a deed conveying to the state for park purposes 8 acres of land adjoining the present park at Heceta Head adjacent to the Oregon Coast Highway north of Florence in Lane County. He said that these properties will make fine additions to the state park system and recommended that the deeds be accepted. The Commission approved his recommendation unanimously.

Mr. Boardman discussed with the Commission the advisability of acquiring for park purposes additional land at the south end of the Rogue River bridge near Gold Beach in Curry County, to enable the Commission to control the area at this location. He advised that this area, which contains 38.33 acres, would make an ideal park if it could be acquired for a reasonable sum and the state should own the property in order to insure the preservation of the natural scenery at the end of the bridge and to keep the area free from commercial exploitation. He also advised that the area is owned by three parties, one of whom, the Hackley Estate Company, demands $111 per acre for their property, and another, a Mr. F. S. Moore, demands $50 per acre for 11.76 acres which he owns. He was unable to state the name of the third owner who has recently purchased his property. After considerable discussion the Commission instructed the Parks Engineer to secure more definite information as to what it will cost to acquire these properties and to report his findings to the Commission at a subsequent meeting.

The Commission had under consideration and approved the suggestion of the Parks Engineer that one of the state parks be named "Jessie M. Honeyman State Park" to perpetuate the memory of Mrs. Honeyman, who has been very active in the state in the matter of preservation of roadside beauty and who is now leaving Oregon to make her home in California. The Parks Engineer suggested that the state park located at McCord Creek in Multnomah County would be a suitable park to name in honor of Mrs. Honeyman. The Commission approved the Parks Engineer's suggestion and ordered that this park be known hereafter as "Jessie M. Honeyman State Park". (Note: Action rescinded at a subsequent meeting.)

The Parks Engineer requested authority to purchase, for the sum of $500, the tract of land known as Lot 4 of the Townsite of Otter Rock, Lincoln County, which is owned by Mr. F. W. Leadbetter, Portland. He advised that this lot adjoins Devil's Punch Bowl State Park and should be acquired in order to fill out this park area; that the present park was presented to the state by Mr. Leadbetter, who reserved this particular lot for some reason known only to himself, but who is now willing to sell it to the state if the state wants it for the sum of $500. He recommended acceptance of Mr. Leadbetter's





offer in order to complete the park and to control this entire area. The Commission approved the Parks Engineer's recommendation and authorized the purchase of this property for $500.

The Commission had under discussion a letter from the Attorney regarding the offer of a Mr. Giesendorfer to sell to the state for park purposes 400 acres of land, including Cascadia resort on the Santiam Highway, in Linn County, at a cost of $10,000. The Attorney advised that this matter is brought to the Commission's attention at the request of Representative Munyan of Linn County, who is Mr. Giesendorfer's attorney and who would like the Commission to inspect this property with him. The Commission agreed to inspect the property in company with Mr. Munyan at some future date and instructed the Attorney to so inform Mr. Munyan.

The Commission adjourned at midnight to reconvene the following morning in the Auditorium of the Public Service Building.

Portland, Oregon, October 8, 1935.

The State Highway Commission met in regular session at 9:00 o'clock a.m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for road and building construction were opened and read in accordance with previously published notice:

WOLF CREEK HIGHWAY
NEHALEM RIVER-ROCK CREEK SECTION
GRADING AND CLEARING

| | |
|---|---|
| Fred H. Slate, Multnomah | $ 345,730.00 |
| Jacobsen-Jensen Co., Portland | 346,655.00 |
| Myers & Goulter, Seattle | 386,305.00 |
| McNutt Bros., Eugene | 387,445.00 |
| Joplin & Eldon, Portland | 389,209.50 |
| Guthrie-McDougall, Portland | 397,192.50 |
| Parker-Schramm Co., Portland | 398,362.50 |
| J. A. Lyons, Portland | 399,270.00 |
| Kern & Kibbe, Portland | 410,402.50 |
| Orino, Birkemeier & Saremal, Bonneville | 410,810.00 |
| P. L. Crooks & Co., Portland | 413,845.00 |
| Malcolm & Bell, Portland | 539,575.50 |

THE DALLES-CALIFORNIA HIGHWAY
REDMOND-BEND SECTION - CONSTRUCT 12 BRIDGES OR CULVERTS
OCHOCO HIGHWAY
OCHOCO CREEK BRIDGE - WIDEN AND CONSTRUCT SIDEWALKS

| | |
|---|---|
| Tom Lillebo, Reedsport | $ 28,029.00 |
| J. F. Johnston, Newberg | 28,540.00 |
| Dunn & Baker, Klamath Falls | 30,924.75 |
| Averill & Corbin, Portland | 31,135.60 |
| E. F. & W. F. Philpott, Portland | 33,574.00 |
| Johnston, Hanson & Johnston, Birkenfeld | 35,113.00 |
| Barham Bros., Salem | 39,362.50 |

THE DALLES-CALIFORNIA HIGHWAY
UNITS 1 & 5 - REDMOND-BEND SECTION
GRADING

| | |
|---|---|
| Johnston, Hanson & Johnston, Birkenfeld | $ 38,578.00 |
| Parker-Schramm Co., Portland | 43,724.50 |
| Schmitt Construction Co., Portland | 44,190.00 |
| Fisher Bros., Oregon City | 44,201.00 |
| Fred H. Slate, Multnomah | 46,951.00 |
| Itschner & Rigdon, Barlow | 49,048.50 |
| J. A. Lyons, Portland | 52,432.00 |
| G.I.Stebbins Construction Co., Klamath Falls | 56,727.10 |
| Newport Construction Co. & Kern & Kibbe,Portland | 67,074.00 |
| Brent-Sturgill Co., Cascade Locks | 71,026.00 |

STATE HIGHWAY DEPARTMENT SHOPS AT SALEM
CONSTRUCT ADDITION TO STORAGE BUILDING

| | |
|---|---|
| A. J. Anderson, Salem | 2,890.00 |
| O.N.Pierce, Geo.R.Reed & Richard Reed, Portland | 2,927.00 |
| Henningsen & Loveland, Salem | 2,975.00 |
| Kurtz & Lovin, Inc., Portland | 3,120.00 |
| Fred Erixon, Salem | 3,261.00 |

WILSON RIVER HIGHWAY
BROOKS-JORDAN CREEK SECTION - CULVERTS

| | |
|---|---|
| Dolan Construction Co., Tillamook | 19,027.00 |
| Chas. H. Leonard, Albany | 20,500.00 |
| E. F. &. W. F. Philpott, Portland | 21,963.50 |
| Schmitt Construction Company, Portland | 22,478.00 |
| Sig Ash, Portland | 23,010.00 |
| P. L. Crooks & Company, Portland | 23,915.00 |
| J. F. Johnston, Newberg | 24,984.00 |





WALLOWA LAKE HIGHWAY
ROCK CREEK-WALLOWA SECTION - REGRADING, SURFACING AND OILING

| | |
|---|---|
| Hart Construction Co., La Grande | $ 62,057.00 |
| Brent-Sturgill Co., Cascade Locks | 62,133.30 |
| Itschner & Rigdon, Barlow | 63,705.00 |
| F. C. Dillard, Medford | 64,510.00 |

WAPINITIA HIGHWAY
CLEAR LAKE-CLEAR CREEK SECTION
REGRADING, SURFACING AND BITUMINOUS MACADAM

| | |
|---|---|
| Fisher Bros., Oregon City | $119,742.00 |
| Saxton & Looney, Portland | 129,023.00 |
| Theo. Arenz & Oregon Contracting Co., Portland | 134,271.00 |
| Brent Sturgill Co., Cascade Locks | 138,481.30 |
| Newport Construction Co. & Kern & Kibbe, Portland | 145,773.50 |
| E. Hefty, Portland | 147,066.50 |
| E. C. Hall, Eugene | 148,776.00 |
| Homer G. Johnson, Portland | 151,028.75 |
| R. O. Dail & Warren Bros., Inc., Aberdeen, Wash. | 159,694.00 |
| A. Milne, Portland | 165,410.50 |
| Joplin & Eldon, Portland | 168,892.00 |
| A. C. Greenwood Co., Inc., Portland | 172,295.00 |

Chairman Cabell announced that the awards of contracts would be made at 4:00 o'clock that afternoon in the same room.

Chairman Cabell then introduced Mr. F. L. TouVelle, Jacksonville, Oregon, the newly appointed State Highway Commissioner, whose appointment by Governor Martin takes effect on the following day, October 9.

A delegation from Oregon City, composed of Fred S. Perrine, Secretary of the Chamber of Commerce; O. D. Eby, Chairman, Roads Committee of the Chamber of Commerce; Walter Buse, Harvey Starkweather, County Judge W. O. Vaughn, G. W. Sullivan, J. R. Latourette, and about 30 others, came before the Commission at this time in regard to the proposed reallocation of federal funds heretofore reserved by the Commission for the construction of a modern highway through the town of Oregon City. This delegation was supported by Mr. Walter W. R. May, Manager of the Portland Chamber of Commerce; Mr. Adolph Gerwin, Secretary of the East Side Commercial Club; L. M. Lepper, representing the East Side Pacific Highway Association, Federated Community Clubs of Multnomah County, and the East Side Commercial Club; Adam Knight, Canby; M. J. Walsh, Milwaukie, former County Commissioner, Clackamas County

Mr. Perrine headed the group and introduced the speakers. Mr. Eby stated that they were not present to discuss routes through Oregon City but rather to bring to the Commission's attention the necessity for opening up the Oregon City bottleneck immediately and to urge the Commission not to spend the money intended for this improvement elsewhere. He recited briefly the

history of highway development in Clackamas County and stated that Clackamas County had in mind the relocation of the present highway through Oregon City when it built its county, or feeder, roads; later, he added, the county spent approximately $200,000 for right of way for the Super-Highway north of Oregon City, and made other expenditures, all of which was done in anticipation of the completion of the Pacific Highway and with the understanding that the bottleneck through Oregon City would be eliminated, and they now feel that this understanding should be carried out and that the money allocated to the Oregon City project should not be diverted. He also said that they are willing to let the Commission remove this bottleneck in the way it deems best but they are urging the Commission to do this soon and not to divert the money from Oregon City.

Mr. May stated that it is the general opinion of the Portland Chamber of Commerce and the business men of Portland that the Oregon City project should be finished now. He urged the Commission not to withdraw the funds intended for that purpose.

Mr. Gerwin stated that the Board of Directors of the East Side Commercial Club has gone on record favoring the completion of the Oregon City project before any new projects are started because they believe that this project is merited. He referred to a resolution heretofore filed with the Commission by the East Side Commercial Club endorsing this project.

Mr. Lepper stated that the threat to divert the moneys set up for the Oregon City project to the proposed Wilsonville Road is unfair to the Federal Government, to Clackamas County, and to the city of Portland, because Clackamas County has been working for years toward this improvement and only recently the city of Portland has acquired the right of way for the extension of this road from the Portland city limits to Schiller Street. He urged the Commission to continue with its plans to construct the Oregon City project at an early date.

Mr. Buse spoke for the Oregon City project from the economic standpoint, stating that this project must be completed for the economic development of the Willamette Valley and the entire State of Oregon.

Mr. Starkweather stated that the people of Clackamas County have been striving for the Oregon City improvement for over 20 years and, in his estimation, it would be unfair to divert the moneys set up for the work to the proposed Wilsonville project which is new. He approved the Wilsonville project for future construction and declared that it is not justified at the present time. He urged the Commission to complete the Oregon City project as soon as possible and asserted that, if the Commission did otherwise, it would be considered a breach of faith with the people of Clackamas County.

Mr. Adam Knight stated that he lives in Canby and his particular interest in the Oregon City project is to secure a quick way to get to Portland. He urged the Commission not to divert the Oregon City money.





County Judge Vaughn stated that the people of Clackamas County are practically unanimously in favor of the construction of the Oregon City project and will consider that the Commission has broken faith with them if the money appropriated therefor is diverted.

Mr. Walsh stated that the people of the town of Milwaukie are 100% in favor of the Oregon City project.

Mr. Sullivan and Mr. Latourette endorsed the arguments and remarks of the other speakers.

There being no others present wishing to be heard on this subject, Mr. Perrine concluded the hearing by thanking the Commission for permitting them to present their arguments.

The Commission adjourned at 12:30 o'clock p.m. to Room 210, Congress Hotel for luncheon and to discuss several matters in private at which meeting there were present all of the Commissioners, the State Highway Engineer, the Attorney and the Secretary.

The Commissioners discussed matters pertaining to the proposed Oregon City project and expressed themselves unanimously in favor of deferring this project until such time as the Commission receives additional moneys for construction and the people of Oregon City have acquired the right of way, it being the opinion of the Commission that each of the proposed routes through Oregon City is too costly to construct at the present time. Chairman Cabell suggested that, in lieu of the Oregon City project, it might be advisable to reallocate the funds to finance the construction of a railroad grade separation structure over the tracks of the Southern Pacific Company on the Beaverton-Aurora Secondary Highway near Aurora and to construct the proposed viaduct over the Southern Pacific tracks on the East Portland-Oregon City Highway near the Inman-Poulsen Company's mill in Portland. Commissioner Aldrich and Commissioner Washburne concurred and thereupon the Engineer was authorized to complete surveys and work up the plans for these structures. He was instructed to expedite the surveys and render a report thereon at the next meeting.

The Commission discussed and approved the following announcement in regard to the Oregon City project, and ordered it released to the press and entered in the minutes of this meeting.

> The Oregon State Highway Commission has decided to defer for the present the matter of improving the routing of the East Side Pacific Highway through Oregon City. The decision was reached after thorough study of the Engineer's report, after personal investigation of the various routes by members of the Commission, and upon information presented in public hearing at Oregon City September 26th.
>
> Basic reason for the decision of the Commission is that it feels that the slight delay now experienced by traffic does not

justify the capital investment necessary to improve the routing at this time. Studies show that the average car passes through Oregon City at 19 miles an hour and that no reasonable increase in speed through the city would greatly expedite traffic.

The two best routes offered, in the opinion of the Commission, are the Bluff Route estimated to cost $1,115,000 and the Water Street Route estimated to cost $827,400. When credit is given for benefits brought about by elimination of the Singer Hill grade crossing costing $292,000, the costs of the two routes are approximately equal.

The engineers hold that the Bluff Route is preferable, but that neither it nor the Water Street Route improvement is economically justified at this time.

Detailed reasons leading the Commission to its decision are:

First, the costs of both routes are in excess of benefits which would be brought to motorists of the state at this time; that similar amounts expended elsewhere would bring much greater benefits.

Second, while the Commission believes that the Bluff Route is the preferable one and would probably select it if forced to a final decision at this time, it is inpressed by the vehement arguments of the many Oregon City citizens that its adoption would greatly damage them and their community.

Third, funds which might be used to start the Oregon City project are Federal Emergency Relief money which might be withdrawn by the federal government if not contracted at an early date and might be lost entirely to the state if the undertaking were held up by court proceedings, a course which it is widely rumored would be resorted to by partisans of whichever location were not selected.

Fourth, the Commission might feel inclined to give more consideration to the selection of the Water Street Route at such time as an increase in traffic will more readily justify the cost if officials of Oregon City would furnish deeds for the entire right of way without cost to the state. The right of way is a substantial part of the cost element of the project.

The Commission also discussed matters pertaining to the proposed Southern Pacific railroad grade separation structure on the Pacific Highway at the north city limits of Salem in connection with which it is apparent that difficulties have been encountered in securing the approval of the plans by the officials of the Southern Pacific Company. The Engineer was authorized to confer with the Southern Pacific Company officials in regard thereto at the earliest possible time and endeavor to iron out the points wherein there is apparent difference of opinion.





The Commission approved a list of projects submitted by the Engineer for the second partial program for federal relief moneys, which projects were tentatively approved by the Commission at its meeting held on July 26, and authorized the Engineer to present the list to W. H. Lynch. District Engineer, Bureau of Public Roads; E. J. Griffith, State Administrator, Works Progress Administration, and Edgar Freed, State Director, National Emergency Council, for approval, as required by the rules and regulations governing the expenditure of these moneys.

The Commission reconsidered the Engineer's report on his investigations of the alternate routes proposed for the new highway between Portland and the Mt. Hood District. The Engineer again suggested, from the economic and engineering standpoint, that the reconstruction of the present Powell Valley Road through Gresham should be given first consideration. Chairman Cabell gave as his thought that the Engineer's suggestion is sound. He pointed out that even if the proposed Foster Road extension is constructed, it will still be necessary to maintain the Powell Valley Road. After considerable discussion the Commission voted unanimously to adopt the Engineer's suggestion and to concentrate its activities on the reconstruction of the Powell Valley Road as funds are available.

The Engineer then brought up for discussion the question whether the $50,000 of federal money heretofore budgeted for the construction of a road for the benefit of farmers residing at the east end of the proposed Foster Road extension should be expended for such purpose or should be reallocated to county road oiling projects as requested by the Clackamas County Court.. He advised that the County Court has stated its willingness to build a road for the farmers if the state will spend its money for the oiling work. After some discussion the Commission decided, in view of the circumstances, to do the oiling jobs rather than build the temporary road for the farmers. The Engineer was instructed to rearrange the county road construction accordingly.

The Commission also reconsidered the Engineer's report on the proposed county roads in Columbia County, which the county desires to construct as W.P.A. projects. The Engineer again suggested that the county would obtain much greater benefits by fixing up the present road between Pittsburg and St. Helens rather than by constructing an entirely new road along the proposed route, because, undoubtedly, they would be unable to complete the construction of the new route and it would be idle and unusable by traffic for a long time; whereas, if they concentrated their efforts on the improvement of the present road, they could do this work by stage construction and could close down their work at any particular point, knowing that immediate benefit would be derived from the moneys expended and the road could be used by traffic continuously. The Commission concurred in the Engineer's opinion and thereupon affirmed his report and ordered a copy of the same sent to the Columbia County Court.

At 2:00 o'clock p. m. the Commission returned to the Auditorium of the Public Service Building, all members being present and participating.

The Commission conferred with the County Court of Union County, represented by County Judge U. G. Couch, County Commissioners Clyde Myers and Chris Johnson, and County Engineer S. B. Morgan, in regard to the acquisition

of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Union County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Union County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The County Court then asked the Commission to complete the construction of the Weston-Elgin Secondary State Highway between Elgin and Tollgate, involving about 4 miles of construction work. They also asked for the oiling of the Island City-Cove Secondary Highway and were informed that the Commission now has in its program an allotment to oil a portion of this road. Judge Couch asked for some improvements on the Medical Springs Secondary Highway. The Engineer stated that he would have the Maintenance Engineer inspect this road the next time he is in that vicinity, to ascertain what is needed there.

Judge Couch also asked the Commission to take over and maintain, as a secondary highway, the county road extending southwesterly from the town of North Powder to a connection with the Haines-Anthony Secondary State Highway in Baker County, near the Baker County line. He was informed by Chairman Cabell that the Commission's funds for secondary highway construction are very limited and are barely sufficient to maintain the roads now in the secondary highway system, for which reason the Commission has decided not to designate any more secondary highways for the time being. However, the Commission will bear his project in mind for future consideration.

The Commission conferred with the County Court of Polk County, represented by County Judge G. L. Hawkins and County Commissioners Fred Gibson and C. C. Gardner, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which required the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Polk County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Polk County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

Judge Hawkins inquired what county road work in Polk County the Commission proposes to construct in its county road program. He was informed





by the Engineer that the Commission has in mind to construct the Perrydale road west from the town of McCoy provided the county will acquire the needed right of way. He explained that this road is not on the state highway system, hence the Commission is without legal authority to expend state funds for right of way and if the county wants the improvement it will have to purchase the right of way with county money. The County Court signified its willingness to do this if the government insists that extra right of way is needed.

The Commission conferred with the County Court of Harney County, consisting of County Commissioners L. B. Hays and H. A. Withers, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Harney County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Harney County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The County Court and Mr. Archie McGowan, Burns, then conferred with the Commission in regard to several road projects in Harney County, particularly the Central Oregon Highway, the Lakeview-Burns Highway and the Canyon City-Burns Highway. Mr. McGowan was spokesman for the group. He reiterated arguments presented to the Commission at a public gathering held in the Welcome Hotel, Burns, on the occasion of the Commission's visit to that town on September 13 when the Commission was urged by prominent men representing different districts of eastern Oregon to complete and oil the Central Oregon Highway throughout its entire length and the highway extending south from Pendleton through Burns to Lakeview.

In support of his arguments Mr. McGowan submitted a brief signed by himself as President of the Burns Chamber of Commerce, the Harney County Court, Malheur County Court, Bend Chamber of Commerce, (insofar as it pertains to the Central Oregon Highway), and the Deschutes County Court. He added that travel on the north and south highway has reached its peak and is now falling off because of the condition of this road. He also said that the most needed improvement in their district is the completion of the Central Oregon Highway between Burns and Ontario. After considerable discussion the Commission advised the delegation that their projects would be kept in mind but that no commitments could be made at this time.

County Judge F. L. Phipps of Wasco County came before the Commission in the interests of county road construction to be financed with federal relief funds. He pointed out that the Commission, at the instance of the Mail Carriers' Association, has programmed $15,000 for the improvement of the county road extending from The Dalles southwesterly to Boyd, and asked the Commission

to reallocate this money for the improvement of the road extending northwesterly from the town of Dufur to the Mt. Hood forest boundary, which, he said, is a much more important road from the county's standpoint. He suggested, if the Commission could not make this substitution of projects, that the amount set up for The Dalles-Boyd project be reduced to $8,000 or $10,000, which amount, in his estimation, is sufficient to put this road in good condition, and that the rest be spent on the Dufur-Forest Boundary project. He advised that the county has some money that can be used to help finance the Dufur project but it cannot be used for the improvement of the Boyd project.

Judge Phipps was advised that the program which includes a set-up of $15,000 for The Dalles-Boyd project has already been approved and sent to Washington, D. C., hence it is now too late to make any substitution of projects. It was suggested that the county proceed with its contemplated improvements on the Dufur project in connection with which the state will offer some cooperation later if funds can be found for the purpose.

The Commission conferred with the County Court of Morrow County, represented by County Commissioners Geo. N. Peck and Frank S. Parker, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Morrow County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Morrow County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The County Court then asked the Commission for the improvement of the three secondary roads in their county,- namely, Lexington-Echo Secondary Highway from Lexington to the Umatilla County Line, at Butter Creek; Wasco-Heppner Secondary Highway from Heppner to the junction with the Heppner-Spray road, near Rhea Creek; and a 7-mile section of the Wasco-Heppner Secondary Highway easterly from the Gilliam County Line. They were informed that their projects would be kept in mind for future consideration but no commitments could be made at this time.

The Commission conferred with the County Court of Klamath County, represented by County Judge Geo. D. Grizzle and County Commissioners Roy Tabor and Wm. F. B. Chase, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Klamath County Court in regard





thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Klamath County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The County Court then discussed with the Commission the proposed road between the towns of Merrill, Oregon, and Hatfield, California, connecting The Dalles-California Highway in Oregon with the California Lava Beds Highway. Earl C. Reynolds, Secretary, Klamath County Chamber of Commerce, supported the County Court in this discussion. They asked the Commission to build this road and acquire the necessary right of way. They were informed by Chairman Cabell that the proposed road is not a state highway, wherefore the Commission is precluded from spending state funds to acquire the right of way or to finance construction and, if the county desires the project to go ahead, right of way would have to be furnished free of cost to the state. He explained that the Commission proposes to finance this project with Federal Relief money that must be expended for county road construction and that an amount of $80,000 of such funds has been allocated to this job, which includes grading, surfacing and oiling.

Mr. Reynolds pledged the support of Klamath County Chamber of Commerce in building up public sentiment in favor of the county acquiring the right of way. The County Court stated that it would consult its budget committee in regard to the matter and would purchase the right of way if possible. The Engineer stressed the fact that December 15, 1935, is the dead line for contracting work of this kind and urged immediate action in regard to the right of way. He agreed to furnish right of way descriptions to the county at once. The County Court said that it would advise the Commission definitely in regard to the right of way within the next two weeks.

Judge Grizzle asked the Commission to allot funds to continue the oiling work on the Klamath Falls-Lakeview Highway. He was informed by Chairman Cabell that the Commission does not have the funds at the present time to finance this work but will bear the project in mind for future consideration.

Mr. Reynolds advised that the people of Bonanza and vicinity are extremely desirous of securing improvements to the Dairy-Bonanza Highway. He asked the Commission to inspect this road on the 15th or 16th of this month when the Commission contemplates visiting Lake and Klamath Counties. The Commission agreed to do this.

The County Court asked the Commission to improve conditions at the bridge over Lost River on The Dalles-California Highway, near Merrill, where, they stated, many accidents occur on account of the blind curve at the approach to the bridge. They suggested that the highway should be relocated at this point. They were informed by the Engineer that the Commission does not have the funds to finance this job at the present time.

Mr. Reynolds called to the Commission's attention the fact that the annual convention of the Shasta Cascade Wonderland Association is scheduled to

be held in Red Bluff, California, on October 21 and 22. He suggested that it would be a fine thing for the Commission to be represented at this meeting to secure information and ideas in regard to its newly organized Travel and Information Department. The Commission took the matter under advisement.

At 4:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were received at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Nehalem River-Rock Creek Section of the Wolf Creek Highway in Clatsop County. 2.59 miles of grading and 3.05 miles of additional clearing. The low bid submitted for this project is that of Fred H. Slate, Multnomah, at $345,730.00. The next low bid is that submitted by Jacobsen-Jensen Company, Portland, at $346,655.00. There are ten higher bidders. The Commission awards this contract to the low bidder, Fred H. Slate, at his bid of $345,730.00.

"Redmond-Bend Section of The Dalles-California Highway in Deschutes County. Construct 12 concrete bridges or culverts, Also, Ochoco Creek bridge on the Ochoco Highway in Crook County. Widen and construct concrete sidewalks. The low bid submitted for this project is that of Tom Lillebo, Reedsport, at $28,029.00. The next low bid submitted is that of J. F. Johnston, Newberg, at $28,540.00. There are five higher bidders. The Commission awards this contract to Tom Lillebo at his bid of $28,029.00.

"Redmond-Bend Section of The Dalles-California Highway, Units No. 1 and No. 5, in Deschutes County. 2.62 miles of grading. Johnston, Hanson & Johnston, Birkenfeld, submitted the low bid for this job at $38,578.00. The next low bid is that submitted by Parker-Schramm Company, Portland, at $43,724.50. There are eight higher bidders. The Commission has awarded this contract to Johnston, Hanson & Johnston, at their bid of $38,578.00.

"Construct a 48'x 120' addition to a frame storage building located at the State Highway Department Shops at Salem, Marion County. The low bid submitted for this job is that of A. J. Anderson, Salem, at $2,890.00. The next low bid submitted is that of O. N. Pierce, Geo. R. Reed & Richard Reed, Portland, at $2,927.00. There are three higher bidders. The Commission awards the contract to A. J. Anderson at his bid of $2,890.00.

"Brooks-Jordan Creek Section of the Wilson River Highway in Tillamook County. Construction of culverts. The low bid for this project is that submitted by Dolan Construction Company, Tillamook, at $19,027.00. The next low bid is that submitted by Chas. H. Leonard, Albany, at $20,500.00. There are five higher bidders. The Commission awards this contract to Dolan Construction Company at their bid of $19,027.00.





"Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. 4.28 miles of regrading, surfacing and oil mat surface treatment. The low bid is that submitted by Hart Construction Company, La Grande, at $62,057.00. The next low bid is that submitted by Brent-Sturgill Company, Cascade Locks, at $62,133.30. There are two higher bidders. The Commission has rejected all bids received for this job and has ordered the project readvertised.

"Clear Lake-Clear Creek Section of the Wapinitia Highway, in Wasco County. 4.37 miles of regrading, surfacing and bituminous macadam wearing surface; also furnish crushed rock in stock pile. The low bid submitted for this project is that of Fisher Bros., Oregon City, at $119,742.00. The next low bid is that submitted by Saxton & Looney, Portland, at $129,023.00. There are ten higher bidders. The Commission awards this contract to Fisher Bros. at their low bid of $119,742.00."

Mr. Frank C. McColloch, Public Utilities Commissioner for Oregon, came before the Commission at this time, by special invitation, for a discussion of matters pertaining to the trucking of logs over the public roads of this state. Chairman Cabell read the Engineer's report on this subject, which the Commission had discussed the previous evening. He gave as his thought that, on account of the seriousness of the situation from the standpoint of public safety and preservation of road surfaces, stringent rules and regulations should be adopted to govern log hauling, and that the permits of those operators who are found to be violating these rules and regulations should be cancelled. Mr. McColloch approved the suggestions offered by Chairman Cabell and expressed his willingness to cooperate with the Commission to the fullest extent. He also said that, if the Commission would furnish him with a list of desired rules and regulations, he would include them in an order on the subject and would make this order a part of all log hauling permits issued hereafter from his office. Furthermore, he would bring the order to the attention of the holders of permits heretofore issued and would cancel the permits of all operators who are found to be violating the provisions of the order, if investigation justifies such action.

In the discussion of this matter it was brought out that it is the general practice of log haulers to tie their loads on their trucks with only one tie chain and that, in many instances, the operators pay very little attention to the condition of their bunks or holsters. County Commissioner James Elliott of Clatsop County was present and suggested that it would be a great help if operators were required to tie their loads on with at least two chains and to keep the bunks in good shape at all times subject to inspection by the state police officers. He disapproved the lengthening of the bunks because, he said, that would necessitate special equipment to unload the logs, which the average operator is financially unable to purchase.

In regard to the weight of loads, Mr. Elliott stated that there is no necessity for operators to load their trucks in excess of 49,000 pounds upon any highway. He suggested, however, that operators might be allowed

an excess weight of 1,000 pounds per axle to take care of the difference in weight of logs of similar size.

After further discussion it was decided that a set of rules and regulations covering log hauling should be promulgated and submitted to the Public Utilities Commissioner to adopt by appropriate order; also, that a circular letter should be sent to all log haulers calling their attention to these rules and regulations and warning them that any violations thereof would be considered sufficient cause for the cancellation of their permits. Mr.McColloch offered to assume the responsibility of circularizing the log haulers if the Highway Department would pay the cost thereof. The Commission agreed to pay such expense.

The Commission had under consideration a letter from the County Court of Josephine County advising that Josephine County has no use for the old steel bridge across the Applegate River on the Williams Secondary Highway near the town of Murphy, which is being replaced by the state with a new structure, and that they are not prepared to dismantle and remove the bridge as the state has requested; furthermore, that they consider the removal of the old bridge is a responsibility of the State Highway Department. The Commission also had under consideration a letter from the County Court of Douglas County, directed to the Josephine County Court, stating that Douglas County can use this old bridge and is willing to assume Josephine County's obligation to dismantle and remove it and to clean up the site for the materials therein; and a letter from County Judge Grant Matthews of Josephine County accepting the offer of the Douglas County Court.

The Engineer advised that the old bridge is of no value to the State Highway Department and recommended that it be turned over to Douglas County inasmuch as the Josephine County Court has no use for it and is willing that it should be given to Douglas County. The Commission approved the Engineer's recommendation and instructed the Secretary to inform the Douglas County Court that the Commission has no objections to their taking this bridge and using it on one of its county roads provided that Douglas County will assume the responsibility and obligation of Josephine County in connection therewith, which includes the entire removal of the bridge and the bridge piers and the cleaning up of the site to the entire satisfaction of the Engineer, all of which shall be done at no expense to the state.

The Secretary reported receipt of an inquiry from a man who is interested in furnishing long piling for use in connection with the Eagle Creek bridge construction on the Columbia River Highway, for which the Commission is receiving bids on the following day, asking if the Commission will permit extra long piling to be hauled over the Columbia River Highway from a point about 3 miles east of Cascade Locks to the bridge site. The Engineer advised that the plans demand these long piling as an essential part of the bridge construction and the only way to deliver them to the bridge site is by truck over the highway. He recommended that the Commission authorize permits to be issued for this particular purpose, provided the movements are properly flagged to safeguard other traffic to the fullest extent and provided,further, that the operators shall deposit with the Commission the customary amounts of public liability and property damage insurance. The Commission approved the Engineer's recommendation unanimously.





The Engineer discussed with the Commission the matter of providing facilities for the protection of school children who are forced to cross state highways going to and from school. He advised that requests for better protection for school children at these crossings are becoming more frequent, some of which suggest the painting of safety lanes while others believe that underpasses or overcrossings should be provided. He said that he has always discouraged the construction of overcrossings and underpasses because of the expense involved and for other reasons and has also discouraged the painting of safety lanes at too frequent intervals, although they do some good if they are not too close together. He gave as his thought that the best protection would be provided if school boy patrols are maintained at these crossings, as have been successfully tried out at a number of schools, the principal weakness being that the boys acting as patrols were not furnished with the proper insignia. The establishment of school boy patrols, he said, has depended largely on the cooperation of local school authorities and police officers and the insignia worn by the boys has, for the most part, been furnished by oil companies and similar organizations. He gave as his thought that the establishment of such patrols should be encouraged by the State Highway Commission and that this Commission should furnish the insignia for use in connection therewith, and he so recommended. He estimated that the insignia, consisting of a "Stop" sign and a paper helmet, both painted in bright yellow, would cost the state about $1.80 for each patrol and that the total cost of equipping these patrols throughout the state would cost not to exceed $1,500. The Commission, after due consideration, approved the Engineer's recommendation and authorized an expenditure of approximately $1500 of highway funds for such purpose.

City Engineer L. G. Apperson, Portland, was present and discussed with the Commission matters pertaining to the proposed Front Street project in Portland, particularly the question of right of way width and cost. It was the thought of the Commission that to acquire the full width right of way as originally planned, would necessitate increasing the tax burden of the people of Portland by 1½ mills, which they could not bear, and as a result the project would be killed with remonstrances; wherefore, it might be advisable to provide a suitable width right of way by chipping off the back of some of the buildings on Front Street rather than by acquiring the entire area between these buildings and the water front.

Mr. Apperson advised that he has already filed his report on this subject with the City Council, which has this matter on its calendar for special consideration on Thursday of this week, but there is nothing to prevent the council from making such changes as it sees fit. He estimated that a saving of about one-half million dollars in right of way costs would be realized if the highway is relocated back from the river front as has been suggested by the Commission, although that also might kill the project because the Metropolitan Association, particularly, wants the project to include all of the land between the highway and the river front.

The State Highway Engineer gave as his thought that perhaps a 100-ft. width highway would be satisfactory except where it passes the Portland Public Market, where it would be necessary to reduce this width to about 60 ft. He explained that in order to provide space for sidewalks, a portion of the Market

building could be cut away and, to gain additional width on the river side it might be possible to construct a half viaduct over the water. After further discussion Mr. Apperson stated that he would work up some new figures within the next two or three days embodying the suggestions offered at this meeting.

The Commission adjourned at 5:00 o'clock p.m. to reconvene at 9:00 o'clock on the following morning in the same room.

Portland, Oregon, October 9, 1935.

The State Highway Commission reconvened in regular session at 9:00 o'clock a.m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. TouVelle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for highway construction and for building removal were opened and read in accordance with previously published notice:

OREGON COAST HIGHWAY
GARDINER-REEDSPORT SECTION
GRADING, SURFACING AND BITUMINOUS MACADAM

| | |
|---|---|
| E. C. Hall, Eugene | $160,059.00 |
| Theo. Arenz & Oregon Contracting Co., Portland | 165,580.00 |
| Jacobsen-Jensen Co., Portland | 165,454.00 |
| Myers & Goulter, Seattle | 173,440.50 |
| F. C. Dillard, Medford | 176,856.50 |
| P. L. Crooks & Co., Portland | 178,321.00 |
| Malcolm & Bell, Portland | 180,703.00 |
| Guthrie-McDougall Co., Portland | 182,795.00 |
| Homer G. Johnson, Portland | 196,568.00 |

PACIFIC HIGHWAY
ASHLAND-NEIL CREEK SECTION-GRADING

| | |
|---|---|
| Harold Blake, Portland | $125,012.90 |
| Berke Bros., Portland | 125,465.00 |
| E. C. Hall, Eugene | 128,357.00 |
| Kern & Kibbe, Portland | 130,906.00 |
| F. C. Dillard, Medford | 135,965.50 |
| Guy F. Atkinson, Portland | 138,029.50 |
| McNutt Bros., Eugene | 138,180.50 |
| Dunn & Baker, Klamath Falls | 140,771.50 |
| Wren & Greenough, Portland | 146,150.50 |
| P. L. Crooks & Co., Portland | 150,703.00 |
| Parker-Schramm Co., Portland | 158,156.00 |
| Malcolm & Bell, Portland | 164,248.30 |

OCT 8 1935



PACIFIC HIGHWAY
NORTH UNIT, TORRENT CREEK-WALL CREEK SECTION
GRADING

| | Amount of Bid | Reduction if awarded Ashland-Neil Creek job |
|---|---|---|
| Berke Bros., Portland | $ 81,227.50 | |
| Parker-Schram Co., Portland | 84,386.50 | $ 2,500.00 |
| Myers & Goulter, Seattle | 87,620.00 | |
| E. C. Hall, Eugene | 87,720.00 | 2,500.00 |
| Kern & Kibbe, Portland | 88,671.00 | 5,000.00 |
| Malcolm & Bell, Portland | 96,805.00 | |
| P. L. Crooks & Co., Portland | 98,820.00 | |
| F. C. Dillard, Medford | 99,105.00 | |
| McNutt Bros. Eugene | 103,927.00 | |
| Guy F. Atkinson, Portland | 109,620.00 | 28,000.00 |
| Dunn & Baker, Klamath Falls | 112,245.00 | 1,000.00 |
| Morrison-Knudsen Co., Boise | 113,654.00 | |
| Guthrie-McDougall Co., Portland | 113,761.50 | |
| Wren & Greenough, Portland | 113,890.00 | |

KLAMATH FALLS-WEED HIGHWAY
BRIDGE OVER SOUTHERN PACIFIC CO. TRACKS NEAR MIDLAND

| | |
|---|---|
| Barham Bros., Salem | $ 33,372.00 |
| E. F. & W. F. Philpott, Portland | 34,155.00 |
| Kuckenberg-Wittman Co., Portland | 37,380.00 |
| C. J. Montag, Portland | 40,370.00 |
| Dunn & Baker, Klamath Falls | 40,710.00 |
| MacRae Bros., Seattle | 44,460.00 |

CENTRAL OREGON HIGHWAY
JUNTURA-CHIMNEY CREEK SECTION - BRIDGES & CULVERTS

| | |
|---|---|
| R. F. Nichol, Vale | $ 11,078.00 |
| A. G. Plant Co., Ontario | 11,301.50 |
| J. F. Johnson, Newberg | 12,441.00 |
| John Gardner, Klamath Falls | 12,592.00 |
| Averill & Corbin, Portland | 13,439.00 |

I-O-N HIGHWAY
FEDERAL LANDS PORTION OF THE WEST UNIT, JORDAN CREEK SECTION
GRADING

| | |
|---|---|
| Dunn & Baker, Klamath Falls | $ 62,547.50 |
| Hinman Bros. Construction Co., Denver | 64,109.30 |
| M. L. O'Neil & Son, Eugene | 69,859.00 |
| Itschner & Rigdon, Barlow | 73,333.00 |
| Morrison-Knudsen Co., Boise | 90,860.00 |

OCT 9 1935

I-O-N HIGHWAY
PRIVATE LANDS PORTION OF THE WEST UNIT, JORDAN CREEK SECTION
GRADING

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| Morrison-Knudsen Co., Boise * | $ 37,965.00 |
| Hinman Bros. Construction Co., Denver * | 40,456.00 |
| Itschner & Rigdon, Barlow * | 40,531.00 |
| Dunn & Baker, Klamath Falls * | 41,771.50 |
| Schmitt Construction Co., Portland | 42,268.00 |

* Bid is conditioned upon being awarded both Federal Lands and Private Lands projects.

COLUMBIA RIVER HIGHWAY
SUPERSTRUCTURE FOR EAGLE CREEK BRIDGE NEAR BONNEVILLE

| | |
|---|---|
| Joplin & Eldon, Portland | $ 87,415.00 |
| Pacific Car & Foundry Co., Seattle | 89,248.00 |
| Orino, Birkemeier & Saremal, Bonneville | 89,765.00 |
| Tom Lillebo, Reedsport | 90,011.00 |
| Malcom & Bell, Portland | 91,918.00 |
| MacRea Bros., Seattle | 96,644.00 |
| Kuckenberg-Wittman Co., Portland | 97,387.00 |
| Wisconsin Bridge & Iron Co., Milwaukee, Wis. | 99,827.00 |

OLD OREGON TRAIL
EMIGRANT HILL-EMIGRANT SPRINGS SECTION
REGRADING, SURFACING AND BITUMINOUS MACADAM

| | |
|---|---|
| Newport Construction Co. & Kern & Kibbe, Portland | $122,416.05 |
| Saxton & Looney, Portland | 127,255.90 |
| J. C. Compton & J. D. Lyons & Co., McMinnville | 127,791.00 |
| Max J. Kuney Co., Spokane | 129,228.00 |
| Tony Marrazzo, Spokane | 130,940.25 |
| E. Hefty, Portland | 136,565.50 |
| R. O. Dail & Warren Bros., Aberdeen, Wash. | 139,322.95 |
| Joplin & Eldon, Portland | 145,338.85 |
| Homer G. Johnson, Portland | 153,014.00 |

JUNCTION CITY-EUGENE SECONDARY HIGHWAY
MOVING SPENCER BUILDINGS, NEAR EUGENE

| | |
|---|---|
| A. C. Baumback, Sandy | $ 1,952.25 |
| Lebeck & Son, Portland | 2,148.00 |

Chairman Cabell announced that the award of contracts would be made at 4:00 o'clock p.m. in the same room.

C. G. Reiter, City Manager of Bend, was present and asked the Commission to furnish designs for two bridges which the city proposes to construct as P.W.A. projects, one of them being located on the county road





which extends from Bend to Tumalo Falls, and the other on Century Drive Secondary Highway, both being within the city limits of Bend. The Engineer recommended that the request be granted provided there is no legal barrier. The Attorney advised that the Commission has legal authority to perform this service if it so desires, whereupon the Commission authorized the Engineer to prepare the bridge designs as requested.

A delegation consisting of County Judge George K. Quine and County Commissioner B. S. Nichols of Douglas County, W. C. Harding, Secretary, Roseburg Chamber of Commerce, and Harris Ellsworth, Editor, Roseburg News-Review, was present. They asked for the following improvements of the Pacific Highway south of Eugene:

1. Completion of the Siskiyou Section
2. Reconstruction of the Turkey Hill Section
3. Elimination of the present railroad grade crossing at Shady Point
4. Complete construction work commenced by Douglas County as a W.P.A. project just south of Roseburg

The Commission took no action on these projects. Mr. Harding agreed to submit a list of projects in writing for future consideration by the Commission.

Mr. Ellsworth stated that he represents an organization which desires to erect a radio pole, 135' in height, in Roseburg, and that they have searched diligently to find a suitable pole in the vicinity of Roseburg that would not have to be transported over the state highway but to no avail and are forced to obtain a pole in the vicinity of Drain, which requires that it be transported over the Pacific Highway from Drain to Roseburg. He estimated that it would take about 3 hours to move the pole and asked the Commission for permission to transport it over the highway, inasmuch as the cost to move it by rail is prohibitive.

Chairman Cabell pointed out that it is strictly contrary to the Commission's ruling to grant a permit for the movement of such a long pole for such a long distance over a state highway, particularly a highway that contains as many sharp curves as exist between Drain and Roseburg, it being considered too great a hazard for other traffic. Mr. Ellsworth suggested that it might be possible to route this pole over county roads except for about one mile, where they would have to use the highway. He agreed to investigate such possibility. After further discussion the Commission authorized the granting of a permit for the transportation of this pole from Drain to Roseburg in the event another suitable route cannot be found and subject to the following conditions: that flagmen accompany this movement, one of whom shall proceed about 300 feet in advance thereof, and the other shall follow about 300 feet in the rear to warn approaching traffic; that an extra man accompany this movement to flag traffic approaching from side roads; and that the movement shall be supervised by State Police officers.

George W. Buck, County Roadmaster of Multnomah County, was present and reported that the Board of County Commissioners of Multnomah County is willing to acquire the right of way required for the several railroad grade

elimination projects which the Commission proposes to construct on county roads in Multnomah County, but the Board wishes the Commission to request, in writing, that the county purchase such right of way. The Commission instructed the Engineer to write such letter.

Mr. Buck also reported that the Board of County Commissioners has taken favorable action on the Commission's resolution abandoning and turning over to the county, for maintenance, that portion of the West Side Pacific Highway located in Multnomah County, which has been revised and reconstructed on new alignment. He said that the Board would adopt an appropriate resolution to that effect and would send a copy thereof to the Commission for its records and files.

County Judge J. B. Wilkerson, and L. R. Rutherford, Chairman of the County Planning Commission, of Columbia County, were present in the interests of Columbia County's proposed W.P.A. road project between St. Helens and Vernonia. The Engineer explained his report of October 5, 1935, on this subject and suggested that it would be much better if the county would arrange to spend its money for the improvement of the present road between Pittsburg and St. Helens than for the construction of a new road on the route which they propose. He pointed out that the present road could be made into a good serviceable road by widening and cutting off some of the sharp curves and by surfacing and oiling and could be used by traffic at all times during construction; whereas, an equal amount of money expended for the proposed new road would not provide a road for immediate use and it would very likely be a number of years before any benefits would be derived from such construction.

Mr. Rutherford advised that they are anxious for the improvement of the Cater Road extending southwesterly from Yankton to Spitzenberg, thence to a point known as Camp 8; also, that the people of St. Helens are extremely desirous of securing a good road from St. Helens to Spitzenberg. He said that the county already has some money for relief construction and wants to secure additional W.P.A. money to build about 7 miles of road between Spitzenberg and Camp 8.

Chairman Cabell advised that it was the understanding of the Commission that Columbia County simply wanted the Commission's recommendation for the expenditure of its relief money, which recommendation has been given in the form of the Engineer's report, and the Commission feels that in making this recommendation it has fulfilled its obligation to the county, especially so inasmuch as the money that the county has on hand is county money which the county can spend as it sees fit. The Secretary was instructed to send Judge Wilkerson a copy of the Engineer's report on this subject.

Mr. L. J. Simpson, Empire, Oregon, came before the Commission in the interests of the Cape Arago Secondary State Highway. He presented a petition signed by the city of North Bend, North Bend Chamber of Commerce, City of Empire, Empire Commercial Club, City of Marshfield, Marshfield Chamber of Commerce, and the Charleston Improvement Club, in which the Commission was urged to regrade, realign, and oil-surface, at the earliest opportunity possible, the Cape Arago Secondary State Highway from the end of the recently





completed section south of Empire to Cape Arago State Park, a distance of approximately 7½ miles. In support of this petition Mr. Simpson stated that there is no place along the Oregon Coast Highway, in Coos County, where the ocean may be seen from the highway, that Cape Arago Secondary State Highway affords a very fine view of the ocean, and that there are many attractions along this route of interest to tourists, including the United States Coast Guard Station and the United States lighthouse and Marine Biological Station at Coos Head Park, which contain 322 acres of land, 242 acres of which are owned jointly by the towns of North Bend and Marshfield, and the balance, 80 acres, being in the process of dedication by Congress to Oregon State College and the University of Oregon for a marine biological station. He urged this improvement as being the most important development along the Oregon Coast.

The Engineer advised that Coos County is now receiving three times as much money for secondary highways as it is entitled to according to the present method of distributing these funds to the counties.

Commissioner Aldrich advised Mr. Simpson that the Commission now has under way an investigation of all secondary highways throughout the state with the idea in mind of making certain adjustments in these highways to provide for an equalized distribution of secondary highway mileage and for the orderly development of the secondary highway system in the best possible manner. He pointed out that some of the counties in the state, especially those in eastern Oregon, have offered objections to the present method of distributing the secondary highway funds because it appears that some of the counties, on account of the large mileage of secondary roads, are now receiving excessive amounts of secondary funds.

Mr. Simpson stated that if the Commission will approve this improvement he will deed to the state, without cost, for park purposes, 0.6 mile of ocean shore line which he owns in this vicinity, and will donate his services in securing an 80-ft. right of way for the road. Chairman Cabell advised that the Commission would like very much to accept this offer but cannot do so at the present time because funds cannot be spared to finance the improvement; however, the Commission will bear the project in mind for future consideration.

Mr. Simpson then filed with the Commission a resolution adopted by the city of Marshfield and endorsed by the city of Empire, in which the Commission was urged to designate, as a secondary state highway, a road extending from the city of Marshfield westerly to a connection with the Cape Arago Secondary State Highway at the town of Empire. The Commission ordered the resolution filed in the department records.

The Commission adjourned at 12:30 o'clock p.m. to reconvene at 2:00 o'clock p.m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p.m. in the Auditorium of the Public Service Building with all Commissioners, the State Highway Engineer, the Attorney, and the Secretary present.

Contractor E. C. Hall, who submitted the low bid at the morning

session for the construction of the Gardiner-Reedsport Section of the Oregon Coast Highway, in Douglas County, was present at the request of the Commission in regard to the award of this contract. It was explained to Mr. Hall that Haskin & Brooks Construction Company, which has the contract for the construction of the Bolon Island Section of the Oregon Coast Highway at this location, has not completed its contract and prefers not to do so, although they have about 8,000 cubic yards of material yet to move, and there is a question whether or not the Commission should require this company to complete this work or let Mr. Hall do it, inasmuch as the two jobs overlap to a certain extent.

Mr. Hall stated, "Haskin and Brooks won't bother me; they can work there all summer and they won't hurt me any. If you want to give the work to me it will be an advantage to me so I can get to the top of the cut."

After some discussion the Commission told Mr. Hall that the matter would be taken under advisement and that he would be notified of the Commission's decision later.

The Commission continued the discussion of this matter after Mr. Hall departed, at which time Division Engineer Collier, who was present, stated that it would cost the state about $2,000 to release Haskin & Brooks from their obligation. W. H. Lynch, District Engineer, Bureau of Public Roads, was present and stated that he would approve releasing Haskin & Brooks from their obligation only when they complete the work required of them in substantial compliance with the terms of their contract, but that is as far as he could go. After further discussion, the Commission decided that it would be advisable to require Haskin & Brooks to complete their contract.

The Commission also decided that it would be advisable to secure from Contractor Hall a letter to the effect that if he is awardod the contract for the Gardiner-Reedsport project, he will not present a claim to the Commission for extra compensation on account of any so-called delay or interference caused by the failure of Haskin and Brooks Construction Company to complete their contract before he commences his operations.

The Commission conferred with the County Court of Coos County, represented by County Judge Hugh McLain, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which the rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Coos County Court in regard thereto. After some discussion, it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Coos County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.





Judge McLain then presented a request from the Western Battery Separator Company of Coos County for permission to construct a private roadway on the right of way of the Coos River Secondary Highway beneath the Isthmus Slough bridge so as to give them access to their plant at this location. He explained that the present road to the company's plant is circuitous and crosses private land belonging to the Coos Bay Lumber Company, which objects to the use of its property for such purpose because it interferes with certain of their operations. He said that Coos County would offer no objections to the Commission granting the company's request and urged favorable consideration thereof because the company has no other means of ingress or egress to or from its property except across private property.

The Engineer advised that it is contrary to the policy of the Commission to permit encroachments on state highway rights of way. Nevertheless, in this particular instance, inasmuch as the encroachment would be underneath the bridge where it will not interfere with the operations of the State Highway Department and for the further reason that there is no other way of approaching this property, except over private lands, it would be his recommendation that the permit be granted, provided the company would not use the right of way for any other purpose except for the roadway. The Commission approved the Engineer's recommendation by unanimous vote and ordered that the matter be covered by appropriate agreement between the state and the company.

The Commission conferred with the County Court of Curry County, represented by County Judge C. H. Bailey and County Commissioner A. H. Boice, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Curry County Court in regard thereto. After some discussion it was mutually agreed that, in the absence of future agreements as to special and particular projects, or properties, all rights of way in Curry County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The County Court then asked the Commission for some county road improvements, particularly mentioning the need for improvements on the Squaw Valley Road between Euchre Creek and the Rogue River and on the road extending from Prairie Landing to Gold Beach, which they asked be designated as secondary state highways. They also asked for a road extending from the Oregon Coast Highway, in Port Orford, to the proposed new dock terminal at this place.

The Engineer advised that there is available for expenditure in Curry County this year a surplus of secondary highway funds amounting to $924, but such amount is not sufficient to undertake any of the improvements

mentioned by the County Court. Chairman Cabell stated that the Commission has adopted a policy in regard to secondary highway designations which does not permit adding any more roads to the secondary highway system at the present time, hence it is necessary to decline their request in that regard. He also stated that the Commission has budgeted $10,000 to be expended for county road construction in Curry County and has decided to construct, for its first project, a road from the Oregon Coast Highway to the docks in Port Orford and if any money remains it will be spent for the improvement of other roads in Curry County to be selected from investigation and survey. The County Court approved this allocation but advised that it is their intention to come before the Commission again and ask for additional funds.

At 4:00 o'clock p.m. Chairman Cabell announced the following awards of contracts for which bids were opened at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Gardiner-Reedsport Section of the Oregon Coast Highway in Douglas County. 1.58 miles grading, surfacing and construction of bituminous macadam wearing surface, and furnishing crushed material in stock piles. The low bid submitted for this project is that of E. C. Hall, Eugene, at $160,059.00. The next low bid submitted is that of Theo. Arenz and Oregon Contracting Co., Portland, at $165,380.00. There are seven higher bidders. The Commission has deferred the award of this contract and has referred all bids therefor to the Engineer with power to award to the low bidder at such time as certain conditions have been satisfied.

"Ashland-Neil Creek Section of the Pacific Highway, in Jackson County. 5.12 miles grading. The low bid is that submitted by Harold Blake, Portland, at $125,012.90. The next low bid is that of Berke Bros., Portland, at $125,465.00. There are ten higher bidders. The Commission awards this contract to the low bidder, Harold Blake, at his bid of $125,012.90.

"North Unit, Torrent Creek-Wall Creek Section of the Pacific Highway, in Jackson County. 0.88 mile grading. The low bid is that submitted by Berke Bros., Portland, at $81,227.50. The next low bid is that submitted by Parker-Schram Co., Portland, at $84,386.50, with a reduction of $2,500.00 if awarded the Ashland-Neil Creek project also. There are twelve higher bidders. The Commission has awarded this contract to Berke Bros., at their low bid of $81,227.50.

"Construction of a 288-ft. concrete bridge over the Southern Pacific Company's tracks on the Klamath Falls-Weed Highway near Midland, in Klamath County. The low bid for this project was submitted by Barham Bros., Salem, at $33,372.00. The next low bid was submitted by E. F. & W. F. Philpott, Portland, at $34,155.00. There are four higher bidders. The Commission awards this contract to the low bidder, Barham Bros., at their bid of $33,372.00.





"Juntura-Chimney Creek Section of the Central Oregon Highway, in Malheur County. Construct two bridges over China Creek and two culverts. The low bid is that submitted by R. F. Nichol, Vale, at $11,078.00. The next low bid is that submitted by A. G. Plant Co., Ontario, at $11,301.50. There are three higher bidders. The Commission awards this contract to R. F. Nichol at his low bid of $11,078.00.

"Federal Lands Portion of the West Unit, Jordan Creek Section of the I-O-N Highway, in Malheur County. 9.61 miles of grading. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $62,547.50. The next low bid is that submitted by Hinman Bros. Construction Co., Denver, at $64,109.30. There are three higher bidders. The Commission awards this job to Dunn & Baker, at their low bid of $62,547.50.

"Private Lands Portion of the West Unit, Jordan Creek Section of the I-O-N Highway, in Malheur County. 1.64 miles of grading. The four lowest bidders on this project, Morrison-Knudsen Co., Hinman Bros. Construction Co., Itschner & Rigdon, and Dunn & Baker, qualified their bids by stating that they would not accept the award of this contract without being awarded the contract for the Federal Lands portion of this unit also. Inasmuch as the contract for the Federal Lands portion has been awarded to Dunn & Baker, the Commission considers that the condition accompanying the bid of this company for the Private Lands portion has been satisfied, resulting in the bid submitted by this company being the lowest bid submitted for both projects. The Commission therefore awards this contract to Dunn & Baker at their bid price of $41,771.50.

"Columbia River Highway, near Bonneville, in Multnomah County. Construct superstructure for Eagle Creek bridge. The low bid is that submitted by Joplin & Eldon, Portland, at $87,415.00. The next low bid is that of Pacific Car & Foundry Co., Seattle, at $89,248.00. There are six higher bidders. The Commission awards this contract to Joplin & Eldon at their low bid of $87,415.00.

"Emigrant Hill-Emigrant Springs Section of the Old Oregon Trail, in Umatilla County. 6.95 miles regrading, surfacing and bituminous macadam; also furnishing crushed rock in stock piles. The low bid submitted for this project is that of Newport Construction Co. and Kern & Kibbe, Portland, at $122,416.05. The next low bid submitted is that of Saxton & Looney, Portland, at $127,255.90. There are seven higher bidders. The Commission awards this contract to Newport Construction Co. and Kern & Kibbe at their low bid of $122,416.05.

"Removing 'Spencer' buildings on the Junction City-Eugene Secondary Highway in Lane County, near Eugene. The low bid submitted was that of A. C. Baumback, Sandy, at $1,952.25. The only other bid submitted was that of Lebeck & Son, Portland, at $2,148.00. The Commission awards this contract to A. C. Baumback at his low bid of $1,952.25."

At this time Chairman Cabell made the following announcement: "The Commission has noticed that there is an apparent unbalancing of bids, some of them being very high on the item of clearing and grubbing and relatively low on other items. This may be due partly to labor conditions. However, the Commission wishes to warn contractors that if it is convinced that the unbalancing goes too far, the bids will be thrown out."

Captain H. G. Maison, representing Superintendent Charles P. Pray of the Department of State Police, was present at the invitation of the Commission to discuss the matter of enforcement of rules and regulations governing the hauling of logs over state highways. Chairman Cabell read a letter from Maintenance Engineer J. N. Bishop regarding this matter and stated that the Commission feels that something drastic should be done to curb the overloading of trucks, which is a flagrant violation of the law and is largely responsible for the high cost of maintaining highways in certain localities. He advised that the Commission realizes that there is a difference in the weight of logs of the same size and recommends a tolerance of 1000 pounds to log haulers to take care of this difference, but suggests that such information should not be given out to the logging operators because undoubtedly they would abuse the privilege and would knowingly load their trucks to the utmost capacity, notwithstanding the fact that they knew they were exceeding the statutory load limit by so doing.

He also advised that the Commission has already conferred with Mr. Frank C. McColloch, Public Utilities Commissioner, in regard to this matter and arrangements have been made with him to promulgate an order containing rules and regulations for log hauling, which rules and regulations are to be made a part of all special carrier permits issued hereafter by the Commissioner, and are to be brought to the attention of all persons now engaged in this business; also, that the operators are to be warned that their permits will be cancelled if they violate these rules and regulations. He added that this matter is being brought to the attention of the State Police Department simply as a matter of information but the Commission hopes to receive full cooperation from the Police Department in the enforcement of the regulations. Captain Maison stated that the Department of State Police will cooperate fully in this matter and agreed to furnish the State Highway Department with copies of all reports submitted hereafter by the field officers covering violations of the new rules.

George A. Haskin, of Haskin and Brooks Construction Company, came before the Commission at this time and renewed their request for the termination of their contract for the construction of the Bolon Island Section of the Oregon Coast Highway in Douglas County. Chairman Cabell informed Mr. Haskin that the funds with which this job is being financed are federal funds and if the Commission should terminate this contract before the work has been fully completed, without the consent of the Bureau of Public Roads, it would mean that federal funds would be lost for financing the completion of the work and it would be necessary to pay the extra cost with state funds, which the Commission cannot spare for such purpose at this time, for which reason the Commission cannot declare this project completed. He further stated that it is apparent that the Bureau of Public Roads will not approve the termination of this contract under present conditions; wherefore, the Commission must consider the





proposition on the same basis on which it considers other contracts in the same category.

The Engineer advised that, according to the report from the Division Engineer, there are about 17,000 cu. yds. of material yet to be moved; also that he could not consider the contract substantially completed and could not recommend the termination of the contract until 110,000 cu. yds. of materials have been moved as called for in the specifications, or until a certain fill contemplated in the improvement has been completed to his satisfaction. He urged Mr. Haskin to hurry the completion of this job and advised that if he would do that, he would recommend that they be relieved from the penalty specified in the contract for failure to complete the job within the allotted time.

Chairman Cabell confirmed the Engineer's statement that the Commission would consider the job ready for termination when the fill is completed or when the contractor has moved 110,000 cu. yds, of material. He added that the Commission would be obliged to penalize the contractor in the event that completion of the job is not expedited. Mr. Haskin stated that he would go ahead with the work and estimated that it would take about a month to complete the job.

The Commission conferred with the County Court of Hood River County represented by County Judge H. L. Hasbrouch and County Commissioners J. D. Smullin and Forrest L. Moe; also County Engineer C. M. Hurlburt, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Hood River County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Hood River County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The County Court asked the Commission to seriously consider straightening the Columbia River Highway through the town of Hood River and improving the Hood River Secondary State Highway from Hood River to Parkdale. Chairman Cabell advised that the Commission has these projects in mind for future improvement and will do the best it can with the funds available. However, no commitments can be made now.

The Commission conferred with the County Court of Benton County, represented by County Judge H. C. Herron and County Commissioners T. A. Logsdon and W. H. Malone, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935.

Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Benton County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Benton County authorized to be acquired by said legislative act would be acquired for and on behal. of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The County Court then discussed with the Commission the matter of improving what is known as the Tampico Market Road extending northwesterly from the West Side Pacific Highway, near Wells Station, to the Polk County Line, near Berry Creek. The Engineer advised that this improvement was previously discussed with the County Court, which agreed at that time to accept this project as one of the Benton County roads to be constructed with federal relief funds that are required to be expended for county road construction. However, since then, the rules and regulations governing the expenditure of such funds have been changed, the question now being whether or not the county will permit the state to contract this work rather than to undertake it with county forces. The County Court was unanimously in favor of the project, notwithstanding the change in ruling. The Commission thereupon instructed the Engineer to include this project in the current program, thereby relieving the county of its obligation to put up county funds in cooperation except for the purchase of additional right of way if such is required.

County Commissioners B. Schoenburg and Arthur H. Borland, and County Engineer D. J. Sage, of Clackamas County, came before the Commission in regard to the allocation of the federal county road money which the Commission has allocated to Clackamas County. The State Highway Engineer pointed out that the Commission has $50,000 set up in its tentative budget for the construction of county roads in Clackamas County and has considered spending this money for the construction of an extension of Foster Road, Portland, to provide an outlet for some of the farmers at the eastern end of this proposed extension, which raises the question whether Clackamas County prefers this improvement to other county road projects. He advised that the Commission has considered his report on the Foster Road extension and has decided that it would be advisable to improve the present Powell Valley Road for the time being, as its major road project between Portland and the Mt. Hood district, rather than to construct an entirely new route along the Foster Road extension, but it would like to help out the farmers if possible, and requests a recommendation whether to spend the $50,000 for such purpose or for the improvement of other county roads.

County Commissioner Schoenburg advised that Clackamas County Court has arranged to construct a road outlet for the people residing at the eastern end of the proposed Foster Road extension, using county funds to finance the work. He also said that the county has $30,000 of county money available and would like to use this money in conjunction with the state's $50,000 for surfacing and oiling certain county roads, if the Commission approves and will reallocate its money to such projects. He suggested that, if agreeable to the





Commission, the county spend its money for the production of rock for use in connection with such projects, the rock to be stockpiled in convenient locations for the state's use in surfacing and oiling work.

The question arose whether or not, under the federal rules and regulations, it would be possible to use stockpiled materials for rocking and oiling projects financed with federal moneys. Mr. Tom Davis, Senior Highway Engineer, Bureau of Public Roads, who was present, stated that he could not answer that question now but probably could do so within the next two or three days, when he expects a reply to an inquiry that he has already forwarded to Washington, D. C., on that subject. The County Court then submitted for the Commission's consideration a list of desirable oiling projects which they estimated would cost about $129,000. The Commission signified its willingness to comply with the court's request but deferred a selection of projects to take up the $50,000 available, pending receipt of information from the Bureau of Public Roads in regard to the use of stockpiled surfacing materials in connection therewith, and referred the list of projects to the Engineer for investigation and recommendation.

The Attorney reported inability to reach satisfactory settlements with a number of property owners for right of way needed for a number of highway improvements. He requested authority from the Commission to acquire these properties by condemnation. The Commission granted his request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, THE State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Chimney Creek-Juntura Section of Central Oregon Highway
Junction City-Eugene Secondary Highway
Ashland-Neil Creek Section of Pacific Highway

land and property owned by or in possession of the following parties and/or persons, to-wit:

Chimney Creek-Juntura Section of Central Oregon Highway
Heirs of Forest Jones, deceased

Junction City-Eugene Secondary Highway
Michael N. Gent
Anthony P. Blais
Sarah E. Conger

Ashland-Neil Creek Section of Pacific Highway
Denver W. Kincaid, et al.

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. VanWinkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence





and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Commission had under consideration at this time the matter of providing additional funds for proposed tunnel construction on the Forest Highway Section of the Columbia River Highway in Multnomah County. The Engineer pointed out that there is now included in the Forest Highway program an allocation of $150,000 for the reconstruction of a section of the Columbia River Highway, including this tunnel known as "Tooth Rock Tunnel", but it is apparent from recent investigations that the tunnel must be lined in order to be satisfactory. He estimated that such lining work would cost approximately $75,000.

W. H. Lynch, District Engineer, Bureau of Public Roads, stated that savings have accrued in the Forest Highway set-up by reason of the contracting of work for amounts under the Engineer's estimates and that there is available in the State Contingent Fund $50,000 F.H.E.C. money for reallocation to the proposed tunnel work. He suggested the approval of such reallocation of funds and an expenditure of $25,000 of state money to be used in cooperation therewith, making a total of $75,000, which, in his estimation, would be ample to finance the extra work.

The State Highway Engineer recommended the adoption of Mr. Lynch's suggestion. After due consideration the Commission approved the Engineer's recommendation by unanimous vote and thereupon signed a joint letter with Mr. Lynch, and E. N. Kavanagh, Acting Regional Forester, dated October 2, 1935, and directed to Chief, Forest Service, and Chief, Bureau of Public Roads, Washington, D. C., recommending such reallocation of funds.

The Commission considered and signed agreements as follows:

1. Agreement with Contractor Edlefsen-Weygandt covering payment for extra work performed in connection with their contract for the construction of the south unit of the Portland-Milwaukie Section of the East Portland-Oregon City Highway in Clackamas County;

2. Agreement with the Southern Pacific Company canceling the lease for a gravel storage site at Myrtle Point in Coos County;

3. Agreement with the Great Northern Railway Company concerning the construction of a proposed bridge over the company's spur tracks on the Klamath Falls-Weed Highway about 4 miles south of Klamath Falls;

4. Agreement with Ladd & Bush Bank, Salem, pertaining to the sale to the bank of $400,000 bridge revenue bonds;

5. Agreement with Malheur County providing for the maintenance by the county of a 11.3-mile section of the county road known as the I-O-N County Highway extending from a point approximately one-fourth mile west of the Owyhee River to a point approximately 26 miles west of Jordan Valley, the construction of which section is being financed by the Commission with federal funds as Oregon Project No. WPSO-256 and FLH 3-D;

6. Agreement with Malheur County whereby the county agrees to maintain a certain bridge which is being constructed over the Owyhee River on what is known as the I-O-N County Highway, the construction of which bridge is being financed by the Commission with federal funds and is designated as Oregon Project No. WPSO-256.

The Commission also signed a bargain and Sale deed conveying to Elizabeth A. Ireland 810 sq. ft. of state-owned land situate adjacent to The Dalles-California Highway near Bend, in Deschutes County, in exchange for which Mrs. Ireland is deeding to the state, for right of way purposes, land that she owns in Lot 20 of Block 5, Waterway Addition to the town of Bend, there being no other consideration involved in this transaction.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:00 o'clock p. m.

State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

E. B. Adrian
Commissioner

* Carl G. Washburne
Commissioner

** F. L. Tou Velle
Commissioner

* (Mr. Washburne's signature applies to the minutes for October 8 only.)

** (Mr. Tou Velle's signature applies to the minutes for October 9 only.)





Klamath Falls, Oregon, October 16, 1935

The Commission and members of its party were guests of the Klamath County Chamber of Commerce at a noon luncheon in the Willard Hotel, following which the Commission met in special session in the office of the Klamath County Chamber of Commerce to hear delegations in regard to several Klamath County road projects. Present were: Henry F. Cabell, Chairman, F. L. Tou Velle, Commissioner, R. H. Baldock, State Highway Engineer and H. B. Glaisyer, Secretary.

Mrs. Dorothy Eyers, Secretary, Horsefly Irrigation District, and J. K. Bold, Bonanza, asked the Commission to improve the state highway which extends from the town of Dairy to the town of Bonanza, a distance of about 6 miles. They asserted that this road serves 15,000 acres of range land that has no outlet; that there are 50 million pounds of potatoes trucked to market annually over this road in addition to grain from 8 thousand acres of land; that this road is the only outlet for about 800 families residing in the district; that the road is a mail route and a stage route; that at certain times of the year the road is practically impassable and sometimes the mail has to be transported by horseback because cars cannot get through. They said that the road was graded and surfaced at one time but has not been properly maintained and is now in a deplorable condition and urged the Commission to take action as may be necessary to provide for them a road that can be traveled the year round.

The Engineer pointed out that to reconstruct this road to proper standards, would cost a large amount of money which the Commission does not have available at this time for such purpose. Chairman Cabell explained the condition of the Commission's finances. After considerable discussion, he advised that the Commission will carefully consider this matter and will endeavor to find funds to put the road in a passable condition but it is a certainty that there are not sufficient funds to oil the road this year.

A delegation, consisting of Dr. F. M. Trout, Malin, Mr. Dalton, Malin, and Mr. Lou Arenz, Klamath Falls, urged the Commission to reconstruct to modern standards The Dalles-California Highway southeasterly from Malin to the California State Line. They stated that this road is vital to the people of Malin; that it is needed in order to form a connection with a highway in the State of California, the construction of which they said is virtually assured by California if Oregon will build to the state line. They pointed out that the present road was surfaced at one time but has not been maintained in good condition and now needs resurfacing and oiling in order to take care of the exceedingly heavy traffic that uses the road; they further stated that they are not asking for standard road construction at this time but simply a fair road in order to keep faith with the people of California who have indicated that they will construct a similar type of road if Oregon will build its portion.

The Engineer pointed out that the Commission has under consideration the construction of a road from Merrill southeasterly to the Cali-

fornia line to connect with what is known as the Lava Beds Highway in California which, reports indicate, is a more desirable route than the one leading to Malin. He pointed out that the California portion of this road is in very poor condition and that the California Highway officials have indicated their unwillingness to appropriate funds to recondition it because the work involved is too costly, wherefore, in his estimation, it would be a waste of funds to rebuild the Oregon portion to high standards. He advised that arrangements are being made to take an inventory of all highways in the state to ascertain what improvements are needed to standardize them for present day traffic, and when that inventory is complete, the Commission will be in a position to determine what can be done for the road south of Malin. After further discussion the Commission agreed to inspect this road today but declined to make any commitments in regard thereto. The Commission thereupon adjourned at 2:30 o'clock p.m. to reconvene at 8:00 o'clock p.m. in the Willard Hotel.

The State Highway Commission reconvened in special session at 8:00 o'clock p.m. in the Willard Hotel. Present were:

Henry F. Cabell, Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

A delegation from Sprague River district, Klamath County, consisting of Messrs. B. E. Wolford, W. C. Pankey, C. C. Headrick and C. E. Fuller, came before the Commission and urged the improvement as a secondary state highway, of the county road which extends up the Sprague River from Chiloquin to a connection with the Klamath-Lakeview Highway near Beatty. Mr. Fuller headed the group. Chairman Cabell advised the group of the provisions of the secondary state highway law which has reduced available funds for secondary state highway improvements to an amount which is now barely sufficient to finance the maintenance of the roads now on the secondary highway system, for which reason the Commission has decided to defer adding more roads to this system until there is money in sight with which to maintain them properly. He also advised that the Commission is now investigating the roads on the present secondary system with the view in mind of making adjustments which will provide for an orderly system of highways; and in the study of this matter the Commission will give due consideration to the Sprague River road along with others. He gave as his thought that the improvement of the Sprague road is the responsibility of Klamath County and of the Federal Government inasmuch as it is a county road and passes through the Klamath Indian Reservation.

The Engineer suggested that it might be possible for the delegation to secure government funds which have been allocated to the Indian Reservation for road construction purposes. He gave as his thought that it would be unwise to place this road on the state highway system at this time because the State Highway Commission does not have the funds to improve it and if it were made a state highway it would then not be eligible for Federal Indian Land money. After further discussion it was suggested to the





delegation that they present their problem to the Superintendent of the Klamath Indian Reservation.

Reconsideration was given by the Commission to the appointment of a committee consisting of 12 members to advise and make recommendations in connection with the operations of the newly organized travel and information department. Commissioner Tou Velle confirmed the action taken by Chairman Cabell and Commissioner Aldrich at the meeting held on October 8 and approved the appointment of the persons selected by the Commission at that time. The Secretary was told to notify the committee members of their appointment by appropriate letter as previously instructed.

The Engineer requested authority to purchase 10 new automobiles of the Ford or Chevrolet type and to trade in as part purchase price for the same 5 old cars which have been driven more than 100,000 miles and are in need of replacement. He estimated that the cash outlay would amount to approximately $6,000. The Commission approved the Engineer's request unanimously.

The Commission had under consideration the establishment of a policy in regard to the handling of claims against Highway Department employees, and decided to continue the present practice of bringing the claim to the attention of the employee with instructions to arrange to pay it if it is a legitimate one. The Commission ordered that the employee's wage check be not held up unless it is attached or the employe is in the habit of running up accounts without provision to pay them.

The Commission had under consideration an offer from R. H. Wilson, Ft. Klamath, to purchase for the sum of $5.00 an old 6000 gallon storage tank located at Sand Creek Patrol Station. The Engineer recommended the acceptance of this offer inasmuch as the tank has not been used for years, and the Highway Department has no further use for it. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration the adoption of a resolution prohibiting the parking of automobiles on the right of way of the Pacific Highway at the west end of the Willamette River bridge at Oregon City. The question arose whether or not the Commission has legal authority to prohibit parking at this place inasmuch as West Linn is an incorporated town. The matter was referred to the Attorney to look into the legality of the proposition and to prepare a form of resolution for the Commission's consideration at its next meeting if in his opinion the Commission has authority to regulate traffic at this place.

The Engineer reported that all of the stock-piled maintenance material at Cannon Beach Junction, Clatsop County, has been exhausted, and a new supply will have to be furnished in order to maintain properly the Oregon Coast Highway in this vicinity. He requested authority to contract for the production of 16,400 cu. yds. of such materials for the Seaside-Mohler Section and for the Cannon Beach Junction-Austin Point Section of Neahkahnie cut-off, at a total estimated cost of $30,000. The Commission approved the Engineer's request unanimously.

The Engineer also requested authority to contract for the furnishing of 8,500 cubic yards of maintenance material for the Green Springs Highway, at an estimated cost of $17,910.00. The Commission granted the Engineer's request by unanimous vote.

The Commission ordered filed in the department's records a letter from Mr. Philip King, Vice-Chairman of the National Old Trails Committee of the Willamette Chapter, Daughters of the American Revolution, thanking the Commission for permitting them to erect, on state-owned property at Milwaukie, a marker honoring Father DeSmet, an outstanding missionary of pioneer days.

A letter was presented from Mr. Orlin Knight, Seattle, requesting an extension of time of 30 days, to November 10, in which to remove from the Highway Department Shop Buildings, Klamath Falls, 65 worn-out batteries which he purchased from the Commission as the result of competitive bidding on September 5. The Commission approved Mr. Knight's request unanimously.

The Commission considered and ordered filed in the Department's records a joint letter from W. C. Harding, Secretary, Roseburg Chamber of Commerce, and Geo. K. Quine, County Judge of Douglas County, urging the Commission's favorable consideration of the following Douglas County projects, concerning which they presented oral arguments at the previous meeting of the Commission:

1. Reconstruction of the Pacific Highway from Kelly's Corner to Shady Point including the Green Overhead Crossing;

2. Continue the reconstruction of the Pacific Highway from Shady Point to the south city limits of Roseburg;

3. Complete reconstruction of the Pacific Highway between Rice Hill and Turkey Hill;

4. Reconstruct the Pacific Highway between Turkey Hill and Oakland.

The Engineer reported the receipt of an offer from the County Court of Coos County to purchase for the sum of $20.00 an old obsolete type Nash Quad truck, for which the Highway Department has no further use. He recommended that the County's offer be accepted. The Commission approved the Engineer's recommendation unanimously.

There was presented to the Commission, a copy of a letter from A. S. Kolstad, Hood River, Oregon, to Chas. P. Pray, Superintendent of Department of State Police, complaining that his theater business is being seriously interfered with by excessive noises emanating from motor trucks that operate on the Columbia River Highway through the town of Hood River with mufflers open, and requesting action by the state police to remedy this situation. There was also presented a copy of Mr. Pray's letter in reply thereto. The Commission considered that this is a law enforcement





matter outside of its jurisdiction and ordered the communications filed in the Department's records.

The Commission had under consideration a letter from R. Merschel, Los Angeles, California, endorsing the movement to establish Emergency Hospitals every 20 miles along state highway routes for furnishing quick and efficient medical service to persons who have been injured in automobile accidents. The Commission took no action in this matter.

There was presented to the Commission a copy of an ordinance adopted by the common council of the city of Newberg designating as a stop street that portion of First Street in the city of Newberg which forms a part of the West Side Pacific Highway route through that town. The Commission ordered the communication filed in the Department's records.

The Commission reconsidered and confirmed its action of September 26, 1935, in regard to paying for the timber growing on land acquired by Clatsop County from the Rupp Investment Company for right of way for the Wolf Creek Highway in Clatsop County and thereupon signed a letter directed to the Rupp Investment Company setting forth its position in the matter, which is that the Commission will ascertain the amount of timber for which the public should pay and will approve for payment the price agreed upon when an agreement has been reached between the company and the Commission with respect to the value of such timber.

The Commission had under consideration a letter from Collier, Collier & Bernard, attorneys for Mr. E. G. Gudhart, across whose property near Bonneville it is proposed to construct the new Columbia River Highway, offering to accept the sum of $65,000 for Mr. Gudhart's property as a compromise agreement rather than to take the matter to court. There was also presented to the Commission a letter from the Commission's Attorney stating that this offer, in his estimation, is far in excess of any reasonable value that could be placed on the property and recommending that the offer be declined. After due consideration the Commission decided to acquire the property by condemnation as previously planned and ordered that Mr. Gudhart's attorneys be so advised.

The Assistant Attorney requested instructions in regard to the disposal of a house and lot that the Commission owns in the town of Aurora, which property was acquired in connection with right of way settlements when the Pacific Highway was reconstructed through that town. He said that he has maintained a "For Sale" sign on the property for the past year and recently received an inquiry concerning it which might develop into a sale if the property is not needed for Highway Department purposes and the Commission is willing to sell it. The Engineer advised that the house and lot are of no value to the Highway Department for any purpose, and recommended that it be sold if a purchaser can be found. The Commission approved the Engineer's recommendation and authorized him to advertise the property for sale at his convenience.

The Commission had under consideration the matter of naming the state park located adjacent to the Columbia River Highway, a short dis-

tance east of Horse Tail Falls in Multnomah County, which was presented to the state as a gift by Mr. and Mrs. J. C. Ainsworth, Portland. The Commission decided to name this park "Ainsworth Park" in honor of the donors, and so ordered.

A letter was presented from the Coos Bay Pulp Corporation, Empire, Oregon, in which the Commission was requested to take over and maintain as a secondary state highway, the road known locally as the "Empire Cut-Off", extending westerly from the east end of Central Avenue in Marshfield to a point approximately one mile north of the town of Empire. The Secretary was instructed to reply that the Commission's established policy in regard to secondary state highways, prohibits adding any roads to the secondary system while there is such a large mileage of uncompleted roads now in that system, but the Commission will be pleased to consider their road if, and when, adjustments are made in the present secondary highway system.

A resolution was presented from the Nehalem Valley Grange No. 804, Clatsop County, in which the Commission was requested to improve at once the ditches and roadbed along the Nehalem Secondary Highway from the end of the concrete pavement near Camp Boyington in Clatsop County to the end of the oiled road west of Vernonia in Columbia County, and to construct an oil surface thereon next year. The Secretary was instructed to reply that the Commission has this matter under consideration.

Consideration was given by the Commission to a petition signed by 396 residents of Vernonia, Mist and Birkenfeld, who wish the Nehalem Secondary Highway surfaced with oiled macadam from Pittsburg to the Clatsop County Line, as soon as possible. The Secretary was instructed to reply that the Commission has this matter under consideration.

A letter was presented from Harry D. Boivin, Klamath Falls, in behalf of Mr. Fred Stebbins, Klamath Falls, who desires permission to move a house, 25' x 35' in dimension, along and across The Dalles-California Highway, for a distance of one-half mile south of Klamath Falls. The Commission considered that the movement of such a large building over such a heavily traveled road would cause too great a hazard to other traffic, and accordingly denied the request. The Engineer was instructed to so advise Mr. Boivin.

The Assistant Attorney presented a report on the status of the acquisition of property for the proposed park site along the Siletz River at Mowery's landing. He recommended that the taking of options by the state for any of the property involved, be deferred until such time as the county court of Lincoln County has secured definite commitments from the property owners who have indicated their intention to donate land to be included in this proposed park. After some discussion the Commission adopted the attorney's recommendation.

The Assistant Attorney brought up for discussion the matter of moving buildings from highway rights of way in connection with construction projects. He pointed out that, on account of the speed in which construction projects are being advertised, the limited time given the right of way





department to negotiate for rights of way, and the fact that the right of way agents often are making settlements right up to the time of receiving bids for construction, it has been impracticable, and, in fact, impossible, to have all right of way settlements completed and arrangements made for the removal of buildings that might be located thereon, in advance of the construction operations. He requested instructions in regard thereto inasmuch as the Commission has ordered that bids be taken for house moving projects the same as for construction projects. After due consideration of this matter, the Commission ordered that insofar as it is possible, house moving projects shall be advertised and competitive bids received therefor by the Commission, the same as for construction projects, but if it appears that such procedure is impracticable and will result in delays on which the construction contractor can base a claim for extra compensation, then the right of way department shall proceed in accordance with its past practice of receiving price quotations and making settlements direct with the property owners.

The Engineer reported that on the previous day, pursuant to authority granted him by the Commission on October 9, he awarded to E. C. Hall, Eugene, the contract for grading the Gardiner-Reedsport section of the Oregon Coast Highway, in Douglas County, for which Mr. Hall submitted the low bid of $160,059.00 on October 9, the condition of the award having been satisfied. The Commission by unanimous vote confirmed the award of this contract to Mr. Hall at his bid price.

The Engineer then discussed with the Commission matters pertaining to the Haskin & Brooks Construction Company contract No. 1682 for grading the Bolon Island Section of the Oregon Coast Highway in Reedsport. He pointed out that the E. C. Hall contract overlaps somewhat the Haskin & Brooks Construction Company's contract and that Haskin & Brooks Construction Company has not finished its job and there is a possibility of a conflict in the operations of the two contractors which may result in a claim for extra compensation on the part of Mr. Hall. It was his thought that this situation should be brought to the attention of the surety on the bond furnished by Haskin & Brooks Construction Company in connection with its contract and that the surety should be notified that the Commission expects Haskin & Brooks Construction Company to complete its project before November 30, 1935, so as to eliminate any possibility of conflict with Mr. Hall's operations, and that the Commission will hold the Haskin & Brooks Construction Company responsible and liable for the payment of any claim that be presented by Mr. Hall arising out of delays which may be attributed to the failure of the Haskin & Brooks Construction Company to complete its contract within the time limit specified. The Commission approved the Engineer's suggestion and authorized him to direct a communication in accordance therewith to the agent of the bonding company.

The Engineer discussed with the Commission matters pertaining to the railroad grade elimination projects in Multnomah County, which the Board of County Commissioners desires included in the Commission's grade elimination program. The Engineer was authorized and instructed by the Commission to confer with the County Commissioners in regard thereto.

The Commission signed an agreement with the Brookfield Company, Astoria, extending for a period of 3 years, from August 1, 1935 to July 31, 1938, a previous agreement providing for the opening of the Skipanon River draw bridge on the Oregon Coast Highway near Astoria, for water traffic as occasion demands.

The Commission also signed an agreement with the Oregon Washington Railroad and Navigation Company providing for the encroachment of the Wallowa Lake Highway on the railroad company's right of way at Bear Creek near Wallowa in Wallowa County.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the State. He submitted a list of such properties which were carefully considered by the Commission, following which the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto subject to the condition that the right of way agent shall not close the options for the rights of way for the Mill City-Little North Santiam Section of the North Santiam Highway until the Engineer has consented thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission, be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Prineville-Ochoco Section-Ochoco Highway | | | | |
| Mortgage Company of America | Gravel Pit | 7.43 | $100.00 Lump Sum | McCallister |
| Mortgage Company of America | R/W | 3.36 | at $100.00 per Acre +fence $126.00 | " |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Prineville-Ochoco Section-Ochoco Highway cont'd. | | | | |
| Mortgage Company of America | R/W | 3.02 | at $100.00 per acre plus moving fence $400.00 | McCallister |
| Mill City-Little North Santiam Sec.-North Santiam Hwy. | | | | |
| Santiam Electric Co. | R/W | 0.01 | Gratis | Bentley |
| Santiam Electric Co. | " | 3.79 | at $40.00 per Acre | " |
| Short, Reuben R. Est. | " | 0.12 | Gratis | " |
| Smith, John P. | " | 2.44 | at $40.00 per Ac. plus $231.60 | |
| Dunkle, W. E. | " | 2.56 | at $40.00 per Ac. plus $260.00 | " |
| Short, Edna | " | 2.44 | $200.00 Lump Sum | " |
| Duffy, Lisy | " | 0.76 | at $40.00 per Ac. plus $69.60 | " |
| Middleton-Newberg Section-West Side Pacific Hwy. | | | | |
| Whitney, Joseph | Easement for Channel change | 0.173 | Gratis | Benson |
| Cummings Hill Section-Nehalem Highway | | | | |
| Boos, E. J. | Drainage Permit | | Gratis | Benson |
| Wade, P. O. | " | " | Gratis | " |
| Ashland-Neil Creek Section-Pacific Highway | | | | |
| Avent, R. C. | R/W | 2.02 | at $20.00 per Ac. plus $126.00 | McCallister |
| Winchester Bay Section-Oregon Coast Hwy. | | | | |
| Reed, Dame Lyons | Stock Pile site | 28,717 Sq.Ft. | $100.00 Lump Sum | Parker |
| Pendleton-Stanfield Section-Old Oregon Trail Hwy. | | | | |
| Morton, Sarah et al | R/W | 6.64 | at $25.00 per Ac. plus $306.50 | Benson |
| Redmond-Bend Section-The Dalles-California Hwy. | | | | |
| Federal Land Bank of Spokane | Hauling Road Easement | 1.28 | $5.00 Lump Sum | McCallister |
| Rome-Jordan Valley Section-I.O.N. Hwy. | | | | |
| Malheur County | Gravel Pit | 5.9 | Gratis | Benson |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Ashland-Neil Creek Section-Pacific Highway** | | | | |
| 1st Nat'l. Bank of Ashland and J. W. McCoy | R/W | 3.67 | at $200.00 per Ac. plus $666.00 plus moving bldgs. | McCallister |
| Crossling, Wm. J. | " | 4.21 | at $35.00 per Ac. plus $768.00 | " |
| King, Melinda et al | " | 1.61 | at $100.00 per Ac. plus $40.00 | " |
| **Junction City-Eugene Section-Pacific Hwy.** | | | | |
| Blais, Clara M. Trustee | R/W | 1.288<br>0.341<br>0.947 | at $400.00 per acre<br>at $400.00 per Ac. plus $304.90 | Parker |
| Hofsteater, Alverta | " | 0.094 | at $300.00 per Ac. | " |
| Hansen, Jes | " | 5.106 | at $125.00 per Ac. plus $11175 | " |
| Buss, Elmer | Borrow Pit | 1.00 | $125.00 Lump Sum | " |
| **Barron Creek-Siskiyou Summit-Pacific Hwy.** | | | | |
| Husted, Glen W. | R/W | 0.514 | $5.00 Lump Sum | McCallister |
| Casey, Susie | " | 4.00 | at $15.00 per acre | " |
| **Myrtle Point-Coquille Section-Coos Bay-Roseburg Hwy.** | | | | |
| Neideigh, L. F. | Stock Pile | 0.026 | $10.00 Lump Sum | Parker |
| **Junction City-Eugene Sec.-Pacific Highway** | | | | |
| Gardner, Chas. F. | R/W | 651 Sq.Ft. | $5.00 Lump Sum | Parker |
| **12th Street Junction-Illahe School Sec.-Pacific Hwy.** | | | | |
| Anderson, Thora May | R/W | 1.86 | at $275.00 per Ac. plus $206.00 | McCallister |
| **Rock Creek-Wallowa Section-Wallowa Lake Hwy.** | | | | |
| Gordon, Gilbert N. | R/W | 0.006 | $75.00 Lump Sum | Benson |
| **Ashland-Neil Creek Section-Pacific Hwy.** | | | | |
| Houch, Kathryn, et al | R/W | 12.60 acres<br>9.85<br>2.75 | at $20.00 per Acre<br>at $100.00 per acre plus $100.00 plus constructing fence. | McCallister |
| **Hauser Section-Oregon Coast Highway** | | | | |
| Howard, J. K. | Stock Pile | 0.64 | $100.00 Lump Sum | Parker |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **The Oaks-Eugene Section-Pacific Highway** | | | | |
| Maxwell Arminda | R/W & Borrow | 15.30 | at $125.00 per Ac. plus $2087.50 | Parker |

The Engineer discussed with the Commission, the advisability of standardizing right of way fence construction, and of adopting a policy in regard thereto. He suggested that fence construction should be standerdized to harmonize with the surroundings, considering the purpose for which it is required. The Commission approved the Engineer's suggestion and instructed him to prepare designs of different types of fences for the Commission's consideration at a later date.

The Engineer reported that the annual convention of the Shasta-Cascade Wonderland Association is to be held in Red Bluff, California, on October 21 and 22, 1935. He gave as his thought that the Commission should be represented at this convention to secure the benefit of exchange of ideas on publicity matters, and suggested that Harold B, Say, Director, Travel and Information Department, be authorized to attend this convention at state expense. The Commission approved the Engineer's suggestion subject to further approval of Governor Martin.

The Commission had under consideration the following requests for extensions of time in which to complete the construction of highway projects:

Tom Lillebo, contract No. 1697 for the construction of bridges over Applegate River and Grays Creek on the Williams Secondary Highway in Josephine County, requested an extension of time of 60 days from July 31 to September 30, 1935, in which to complete this contract, giving as his reason for such request, that he encountered difficulties in securing structural steel for this project from the east coast because of the marine strike. The Engineer advised that the reason given by the contractor for the delay in completing this project within the time limit is correct. He further advised that the traveling public has not been greatly inconvenienced by the delay and that the only additional expense that the state has incurred is the salary and expense of the Resident Engineer, which is nominal. He recommended the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously;

Kern & Kibbe, contract No. 1742 for paving the Foster Road-Flavel Street Section of 82nd Avenue, Portland, requested an extension of time of 30 days from August 31

to September 30, 1935, in which to complete this project, giving as their reason that their operations were held up by failure of the railroad company to do the things required of it in connection with this job and that they encountered difficulty in securing rock for shoulder construction. The Enginer advised that the contractor handled this work expeditiously; in fact, he wanted to proceed faster with the work than he was permitted to due to the requirements for curing the pavement. He further advised that the time limit indicated in the contract for the completion of this job was not sufficient because each paving operation entailed delay in curing in order to handle traffic. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1648, with Saxton & Looney for surfacing the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County;

Contract No. 1656, with Jacobsen-Jensen Company for grading the Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County;

Contract No. 1670, with Berke Brothers, Inc., for grading Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County;

Contract No. 1679, with Theo. Arenz for grading, surfacing, and oiling the Yamhill River-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County;

Contract No. 1698 with E. C. Hall for grading, surfacing, and oiling the Murphy-Grays Creek Section of the Williams Secondary Highway in Josephine County;

Contract No. 1699, with E. C. Hall for grading, surfacing, and macadamizing the Toledo Section of the Corvallis-Newport Highway in Lincoln County;

Contract No. 1700, with O.N. Pierce for the construction of a bridge over Rhea Creek in Morrow County;

Contract No. 1708, with E. H. Itschner and E. L. Rigdon for grading, surfacing, and macadamizing the State Hospital-Ash





Street Unit of the Old Oregon Trail Highway in the City of Pendleton;

Contract No. 1716, with C. J. Montag & Sons for the construction of a bridge over Umatilla River in Umatilla County;

Contract No. 1718, with C. J. Montag & Sons for the construction of a bridge over Chehalem Creek in Yamhill County;

Contract No. 1725, with J. W. & J. R. Hillstrom for grading, surfacing, and oiling the Empire-Pigeon Point Section of the Cape Arago Secondary Highway in Coos County;

Contract No. 1726, with R. I. Stuart and Sons, for widening and resurfacing pavement on the Golden Avenue-Johnson Avenue Unit of the Oregon Coast Highway in the City of Marshfield;

Contract No. 1730, with A. G. Plant and Company for the construction of a bridge over Sucker Creek in Malheur County;

Contract No. 1742, with Kern & Kibbe for paving the Foster Road-Flavel Street Section of East 82nd Avenue in the City of Portland.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1648 with Saxton & Looney for surfacing the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County; completed September 28, 1935;

Contract No. 1656, with Jacobsen-Jensen Company for grading the Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County; completed October 4, 1935;

Contract No. 1670, with Berke Brothers, Inc., for grading Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County; completed September 12, 1935;

Contract No. 1679, with Theo. Arenz for grading, surfacing, and oiling the Yamhill River-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County; completed September 9, 1935;

Contract No. 1698, with E. C. Hall for grading, surfacing, and oiling the Murphy-Grays Creek Section of the Williams Secondary Highway in Josephine County; completed August 30, 1935;

Contract No. 1699, with E. C. Hall for grading, surfacing, and macadamizing the Toledo Section of the Corvallis-Newport Highway in Lincoln County; completed September 13, 1935;

Contract No. 1700, with O. N. Pierce for the construction of a bridge over Rhea Creek in Morrow County; completed August 9, 1935;

Contract No. 1708, with E. H. Itschner and E. L. Rigdon for grading, surfacing, and macadamizing the State Hospital-Ash Street Unit of the Old Oregon Trail Highway in the City of Pendleton; completed September 11, 1935;

Contract No. 1716, with C. J. Montag & Sons for the construction of a bridge over Umatilla River in Umatilla County; completed August 31, 1935;

Contract No. 1718, with C. J. Montag & Sons for the construction of a bridge over Chehalem Creek in Yamhill County; completed August 31, 1935;

Contract No. 1725, with J. W. & J. R. Hillstrom for grading, surfacing, and oiling the Empire-Pigeon Point Section of the Cape Arago Secondary Highway in Coos County; completed September 7, 1935;

Contract No. 1726, with R. I. Stuart and Sons, for widening and resurfacing pavement on the Golden Avenue-Johnson Avenue Unit of the Oregon Coast Highway in the City of Marshfield; completed August 31, 1935;

Contract No. 1730, with A. G. Plant and Company for the construction of a bridge over Sucker Creek in Malheur County; completed September 10, 1935;

Contract No. 1742, with Kern & Kibbe for paving the Foster Road-Flavel Street Section of East 82nd Avenue in the City of Portland; completed September 23, 1935.

NOW, THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

Reconsideration was given by the Commission to the dates heretofore set for its next regular meetings and it was decided to change the date of the meeting scheduled for October 31 to November 7 and to change the date of the meeting previously set for November 27 to December 2. January 2, 1936, was confirmed by the Commission as the date for its January meeting.





There being no further business to come before the Commission at this time, the meeting was adjourned at 11:30 o'clock p. m.

R. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Portland, Oregon, October 28, 1935

The State Highway Commission met in special session at 11:00 o'clock a. m. in Room 202, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission conferred with the following persons in regard to the W.P.A. projects which the city of Portland proposes to undertake on the Wilson River and Wolf Creek Highways;

E. J. Griffith, State Administrator, Works Progress Administration
Col. Thos. M. Robbins, W.P.A. Consultant, representing Col. John Harrington, Assistant to Harry L. Hopkins, Washington, D. C., National Administrator, W.P.A.
Robert L. Dieck, Director of Projects W.P.A.
Burton E. Palmer, Director of District No. 2 W.P.A.
John C. Albright, Assistant Administrator W.P.A.

Mr. Griffith reported the results of his recent trip to Washington, D. C., in the interests of these projects. He stated that, as a result of numerous conferences, he ascertained that the proposed projects will be approved for construction if certain legal obstacles can be overcome, one of which prohibits W.P.A. expenditures for construction of roads that are on the federal aid system, and another that limits the amount that can be paid for labor to $800 per man per year. Chairman Cabell stated that he did not believe that the State Highway Commission would be interested in these projects if the wage scale for labor was limited to $800 per man per year, but the Commission would consider the proposition on a $1400 basis. It was his thought that if the labor wage requirement could not be adjusted satisfactorily, then the city of Portland should assume the responsibility for the projects, inasmuch as the city initi-

ated them. Col. Robbins gave as his thought that the proposition is too big for the city to handle, because they are not experienced in this kind of work. He pointed out that the major problem is to take care of the married men in camps and to transport the men to and from the jobs. The State Highway Engineer gave as his thought that only about 20% efficiency could be secured from WPA labor and that the only practical way to handle the job would be to contract it on a $1400 per man per year basis; also, that the Government should permit the use of equipment, where heavy construction is involved, and that hand labor methods should be confined to light operations such as ditch digging, finishing slopes, etc. He pointed out that if the government money must be expended for labor only, the state would have to put up a lot of state money for the purchase of powder, culverts, equipment etc. W. H. Lynch, District Engineer, Bureau of Public Roads, was present and stated that he could not see how very much could be accomplished if labor is paid only $800 per man per year. It was his thought that this maximum would have to be modified in order to pay a satisfactory wage to the skilled men who would be employed on the work. Col. Robbins agreed with Mr. Lynch in this regard. He inquired of Mr. Griffith whether or not there would be any possibility of raising this limit to $1400 per man per year, and added that he would not consider paying labor only $800 per man per year on any of his work. Mr. Griffith replied that there are legal restrictions which prohibit raising the wage limit in excess of $800 per year. He advised that it would be necessary to drop these projects from further consideration in the event that they cannot be worked in compliance with the WPA requirements and terms, which means that the labor wage must be limited to $800 per man per year and that the sections to be constructed shall be eliminated from the federal aid highway system. He also said that the WPA money is available on WPA terms which means that they are ready to spend their money for these projects if the obstacles are removed, and, that it is up to the State Highway Commission to make the decision and to see that these roads are removed from the federal aid system. Col. Robbins suggested that it might be advisable to eliminate further consideration of the Wolf Creek Highway Section in the vicinity of Sunset Camp and to concentrate efforts on the construction of a section of the Wilson River Highway and the section of the Wolf Creek Highway immediately west of Portland. After some discussion, the Commission approved Col. Robbins' suggestion and ordered a telegram sent to W. H. Lynch, District Engineer, Bureau of Public Roads, requesting that the Glenwood-McNamers Camp section of the Wilson River Highway and the Portland-North Plains section of the Wolf Creek Highway be temporarily eliminated from the federal aid system so as to permit WPA funds to be expended thereon. Accordingly, the Engineer prepared a telegram as follows, which was approved by the Commission unanimously.

WPA AUTHORITIES ADVISE THAT MOST FEASIBLE AND ONLY LARGE PROJECT AVAILABLE FOR EMPLOYMENT OF LABOR IN VICINITY OF POOL OF UNEMPLOYMENT AT PORTLAND ARE SITUATED ON PROPOSED WILSON RIVER AND WOLF CREEK ROADS BOTH OF WHICH ARE FEDERAL AID HIGHWAYS AND THAT FEDERAL LAWS PROHIBIT EXPENDITURE OF WPA FUNDS ON FEDERAL AID HIGHWAYS STOP BOTH PROJECTS ARE DESIRABLE FROM CONSTRUCTION STANDPOINT BUT LIMITATIONS OF FEDERAL AID HIGHWAY MONIES WILL PREVENT THEIR CONSTRUCTION FOR SOMETIME STOP AVAILABLE FEDERAL AID FUNDS ARE NOW BEING EXPENDED ON SECTIONS OF BOTH ROADS STOP





WE THEREFORE REQUEST THAT THE PORTION OF THE WILSON RIVER ROAD FEDERAL AID HIGHWAY NUMBER THIRTY FIVE BETWEEN MCNAMERS CAMP AND GLENWOOD A DISTANCE OF ELEVEN AND THREE TENTHS MILES AND THAT SECTION OF THE WOLF CREEK FEDERAL AID HIGHWAY NUMBER TWENTY SEVEN BETWEEN NORTH PLAINS AND PORTLAND A DISTANCE OF EIGHTEEN AND EIGHT TENTHS MILES BE ELIMINATED FROM THE FEDERAL AID SYSTEM SO THAT LEGAL INHIBITIONS ARE REMOVED STOP WE WILL HOLD THIS MILEAGE IN RESERVE AND PLAN TO RESUBMIT BOTH SECTIONS FOR INCLUSION IN FEDERAL AID SYSTEM SUBSEQUENT TO EXPENDITURE OF WPA FUNDS IN ORDER TO COMPLETE THE ENTIRE LENGTH OF BOTH ROADS AS FEDERAL AID FUNDS ARE MADE AVAILABLE.

Chairman Cabell advised that if the Government will raise the wage limit to $1400 per man per year for labor, the Commission will undertake the construction of a 10-mile section of the Wilson River Highway between Tillamook and McNamers Camp and will also construct an 11-mile section of the Wolf Creek Highway between mile post 18 and Sunset Camp. Col. Robbins stated that he would endeavor to secure a specific federal allocation for the construction of the Wilson River and Wolf Creek Highways.

The Engineer brought up the question of right of way and engineering in connection with these projects. The Commission voted unanimously to purchase the right of way and to furnish the engineering supervision required therefor.

The Engineer then advised that a number of months have elapsed since the location for the Portland-North Plains section of the Wolf Creek Highway was made and that the stakes would have to be replaced before right of way could be obtained for this section. He requested authority to make such retracement survey immediately and to prepare right of way descriptions and to take options for the right of way at once in order to expedite this project. The Commission granted the Engineer's request by unanimous vote.

The conference was concluded at 12:40 o'clock p. m.

Col. Robbins discussed with the Commission the matter of the location of the new Columbia River Highway in the vicinity of Tanner Creek, Multnomah County. He said that the highway as now located bisects a certain fishpond owned by the State Fish Commission, and which the Government, in connection with its activities at this location, has just paid the sum of $40,000 to avoid disturbing. He asked the Commission to re-locate the highway at this point to avoid the pond and referred to a line suggested by Mr. Samuel C. Lancaster, which he said would produce the desired result. The Engineer stated that it would be possible to change the alignment of the highway as requested by Col. Robbins but that it would introduce undesirable curvature and would considerably increase the cost of construction. He indicated that he favored moving the pond at state expense rather than altering the highway alignment. After some discussion, the Commission referred the matter to the Engineer for further study.

The Commission adjourned at 1:00 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in Room 202, Benson Hotel, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

The Engineer reported that in conformance with oral instructions previously received from the Commission, he has included in the list of projects for which bids are to be received on November 7, the Branson Creek-Rock Creek Section of the John Day Highway in Grant County, consisting of 11.5 miles of resurfacing and oil mat surface treatment, which project is to be financed with state funds. He asked the Commission to approve this project, which the Commission did by unanimous vote.

The Commission had under consideration the selection of a name for its newly organized department for advertising Oregon and decided on the name "Travel and Information Department".

The Engineer advised that the First Annual Convention of the Pacific Northwest Tourist Association will be held in Spokane, Washington, on November 7 and 8, and requested authority for Harold B. Say, Director of the Travel and Information Department, to attend this convention at state expense. The Commission approved the Engineer's request by unanimous vote, subject to the approval of Governor Martin.

The Engineer discussed with the Commission the claim of Wm. Von der Hellen for extra compensation in connection with his contract with the Commission for the construction of the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, Contract No. 1502. He explained the provisions of this contract and advised that in his estimation there is no basis for the claim and that the contractor has no possible chance to win out in the courts. He also said that to the best of his knowledge the facts in this case are the cleanest-cut of any that the department has ever had in dispute; that he personally classified this job and gave the contractor the benefit of the doubt wherever possible, which is the usual practice; that his conscience would not permit him to change the classification and that he would not take the responsibility for increasing the amount of any item. He suggested that, in order to be absolutely fair with the contractor, the contractor and his attorney be given an opportunity to present their case before the Commission. After some discussion, the Commission approved the Engineer's suggestion and instructed the Attorney to invite Mr. Von der Hellen and his attorney to a special meeting of the Commission in the Benson Hotel, Portland, at 8:00 o'clock p. m. on November 6, 1935.

The Engineer requested authority to employ expert witnesses to testify in this case in the event it is taken to court. In this connection he mentioned the names of Mr. James Davis, Construction Engineer, Washington Highway Department, and Professor E. T. Hodge, geologist, 2915 N. W. Luray Terrace, Portland. The Commission approved the Engineer's request and authorized payment of the customary expert witness fees to these men if called to testify. The Commission also authorized the Attorney to employ associate counsel to handle the case if he deems that advisable.





The Commission had under consideration the matter of purchase of the Golden Falls property in Coos County from Butler Bros., timber owners, Marshfield and Minneapolis, which purchase involves the extension and construction of Coos River Secondary State Highway from the town of Allegany to the falls, a distance of about 10 miles. The Commission instructed the Parks Engineer, S. H. Boardman, who was present, to write to Mr. J. W. Deemy, Marshfield, local representative of Butler Bros., that the Commission cannot at this time accept their offer, heretofore made, and suggest to him the possibilities of securing the road improvement that they want with labor from the CCC Camp which, reports indicate, is to be established in that vicinity next spring.

The Commission had under consideration a letter from Johnston, Hanson and Johnston, to whom the Commission on October 9th awarded the contract for grading Units Nos. 1 and 5, Redmond-Bend Section, The Dalles-California Highway, in Deschutes County, advising that they have elected to default on this contract, because, upon further investigation they are convinced that they cannot do the job for the amount of their bid. The Engineer recommended that these contractors be relieved of their obligation and that their certified check bid deposit be declared forfeited to the state; also that the contract be re-awarded to the second low bidder, if the Bureau of Public Roads will concur in the award; otherwise, that the project be re-advertised for bids to be received at the next meeting. The Commission approved the Engineer's recommendation.

The Engineer discussed with the Commission the matter of purchasing power to operate the draw bridges across the Umpqua River and the Siuslaw River on the Oregon Coast Highway in Douglas and Lane counties. He advised that he received quotations from the West Coast Power Company which operates along the Coast highway, offering to furnish power for the operation of the Umpqua River bridge at a minimum rate of $34.50 per month, and for the operation of the Siuslaw River bridge at a minimum rate of $29.50 per month, which rates, he said, will provide for more economical operation of the bridges than if the state installed its own plants. He recommended that these offers be accepted and that the matter be covered by agreements with the West Coast Power Company for furnishing service for the operation of both structures at the rates quoted, with the following provisos: that the contracts shall not become effective until such time as the bridges are completed and taken over from the contractors; that such contracts shall run for a period of one year, with privilege of renewal for an additional year at the same rate, if the Commission so desires. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer also brought up for discussion the matter of providing auxiliary ferry service on the Oregon Coast Highway between Reedsport and Gardiner. He pointed out that the present ferry service contract with the Umpqua River Navigation Company provides for 16 hours' service with the main ferry boat and for auxiliary service from 10 o'clock a. m. to 6:00 o'clock p. m. during the period beginning May 16 and ending October 15, which costs the state $1020 per month and for auxiliary boat service outside of the period mentioned above, at the rate of $4.75 per hour,

which means $1140 per month, based on a 30-day month at 8 hours per day. He advised that during a considerable portion of the coming winter it will be necessary to provide auxiliary service to care for traffic, which fact is known to the ferry contractor, who is anxious to have a fixed schedule of operations so that he may properly organize his operating crews, and as an inducement has offered to reduce the price for auxiliary service $200 per month for the months of November and December 1935, and January, February, and March 1936, if the state will continue the operation of the auxiliary boat on an 8-hour basis, which means that the state would be getting the auxiliary service for $820 per month during that time. He recommended that the company's proposal be accepted in view of the fact that the Commission will be forced to pay for the auxiliary service anyway during a considerable portion of the coming winter. After due consideration of this matter, the Commission approved the Engineer's recommendation unanimously and ordered that the matter be covered by appropriate agreement.

The Engineer reported the estimated cost to make certain improvements to the Baker-Homestead Highway, as requested by Mr. W. W. Evans, Halfway, at a meeting the Commission held at Baker on September 11th. He said that Division Engineer Williams inspected this road in company with Mr. Evans and they agreed that the most important things to be done at the present time are the following: Widen about ten curves from their present width of approximately 15 feet to a width of 22 feet, in order to provide protection for passing vehicles; stabilize about 2 miles of what is known as the Sag Section; extend several narrow culverts -- all of which can be done for approximately $15,000. He recommended that the Commission approve the expenditure of $15,000 of state money to finance this work as a state force project, labor for the same to be taken from the relief rolls of Baker County. The Commission approved the Engineer's recommendation unanimously.

The Secretary presented a report from the State Parks Superintendent in regard to the status of the acquisition of the W. P. Sinnott property which the Commission proposes to buy as an addition to the Short Sand Beach State Park in northern Tillamook County. It appears from this report that the tract contains 145.61 acres and has an assessed value of $1890 based almost entirely on the timber growing on the property, which has been cruised as follows: Spruce, 1,630,000 board feet; hemlock, 500,000 board feet; and cedar, 20,000 board feet. Also, that if the highway were already constructed, this timber would sell at about $2.00 per thousand, or a total of $4600; but as it now stands it would be difficult to sell it for more than 75% of that amount. The report also indicated that the spruce timber is getting old and no doubt contains numerous bug-killed trees, for which reason the value of the property is rapidly diminishing. Mr. Boardman also reported that the taxes assessed against this property from 1930 to 1933 averaged $84.13. The Commission took no action on this report except to remark that the price heretofore demanded by Mr. Sinnott for his property is in their estimation excessive.

The Commission had under consideration a report from the State Parks Superintendent in regard to the acquisition of wayside timber along the Gardiner-Glenada Section of the Oregon Coast Highway in Douglas and Lane Counties as recommended by Dr. A. F. Sether, of Eugene. It appears that





logging operations are to be started in this vicinity in the near future and Dr. Sether is fearful that this timber, which is a highway asset, will be cut unless the state acquires it. According to the report a cruise of the timber growing on strips 500 feet wide on each side of the Highway reveals a total of 41,303,000 feet, board measure, of standing timber, which, at the rate of $2.00 per thousand would cost the state about $82,606. The Parks Superintendent, who was present, stated that this matter was brought to his attention by Mr. Carl G. Washburne, former member of the Highway Commission, but no mention was made as to where the logging operations were to commence. He gave as his thought that the proper way to secure wayside strips is to purchase them in continuity and not simply a short stand here and there. To do this and to satisfy the state-wide demand for the preservation of wayside timber, he said, would require a bond issue of about $2,000,000 for acquisition of property. On the other hand, the Commission might prefer to adopt a definite plan for the acquisition of bordering cut-over areas for reforestation, which could be purchased at a nominal sum per acre and would permit building for the future; furthermore, such areas could be improved and developed with his CCC Camp workers. He gave as his thought that the state is not justified in buying old timber along the highways, much of which, while beautiful, contains doty tops and decayed roots, but advocated and urged a policy which would provide for the acquisition of bordering cut-over areas for reforestation. He declared that within ten years, if he is given an opportunity to develop and reforest such properties with CCC workers, there will be a fine stand of second growth timber. He suggested that such properties be taken in the name of the State Highway Department but that they be turned over to the State Forestry Department for supervision. After some discussion of this matter, the Commission authorized the Parks Engineer to investigate wayside strips and to secure options. He was also authorized to take title for properties that can be acquired without cost to the state.

A report was presented from the State Parks Superintendent in regard to the establishment of drinking fountains and rest rooms along the Fremont Highway, as has been requested by the Parks Committee of the Lake County Chamber of Commerce. The Parks Superintendent recommended the denial of this request because "there is no water available along this highway for a drinking fountain and the whole country can be used as a rest room". The Commission approved the recommendation.

Reconsideration was given by the Commission to the naming of a state park in honor of Mrs. Jessie M. Honeyman, an outstanding Oregon citizen and a leader in the movement for state parks and for roadside beautification. The Parks Superintendent advised that, subsequent to the meeting of the Commission on Oct. 7, 1935, when the Commission selected and named McCord Creek Park in Multnomah County for Mrs. Honeyman, he learned that a certain mountain peak adjoining this park had previously been named in honor of the late John B. Yeon. He gave as his thought that, in view of this fact and for the further reason that the Commission is commanded by the statutes to name one of the state parks in honor of Mr. Yeon, it would be advisable and appropriate to name the McCord Creek park for Mr. Yeon rather than for Mrs. Honeyman, and that another suitable park,

preferably along the Coast Highway, should be named for Mrs. Honeyman, and he so recommended. The Commission approved the Park Superintendent's recommendation and instructed him to select a suitable park along the coast to be named for Mrs. Honeyman.

The Park Superintendent rendered a status report on the matter of acquiring a proposed park site at the south end of the Rogue River bridge on the Oregon Coast Highway, in Curry County, as previously ordered by the Commission. He stated that a portion of this property is owned by a Mr. Crabbe and another portion by a Mr. F. S. Moore; also, that the Crabbe property is desirable not only for park purposes but also for the purpose of maintaining the area at the bridge end free from commercial enterprises, such as hot dog stands and service stations. The Moore property, he said, may be considered as extra inasmuch as it is not absolutely required, but is a desirable addition to the proposed park. It was his thought that the Moore property could be acquired for a reasonable sum, but was uncertain as to the Crabbe property. After some discussion, the Commission instructed the Park Superintendent to secure an option from Mr. Moore for his property and to ascertain from Mr. Crabbe for what sum he is willing to sell his property.

The Engineer discussed with the Commission the matter of furnishing signs to counties, municipalities, school districts, and contractors, and asked the Commission to adopt a policy in regard thereto. He advised that numerous requests are received for the purchase of highway department standard signs and that past practice has been to deny them except in the case of contractors who use the signs in connection with their highway contracts. He recommended the continuance of this practice as a matter of policy. The Commission approved the Engineer's recommendation.

The Engineer also discussed with the Commission the matter of maintaining signs on public roads and state highway routes in cities. He explained that the Highway Department is now maintaining signs on highway routes through cities and has spent some money in co-operation with the Oregon State Motor Association for erecting directional signs on county roads in certain counties. He inquired whether or not the Commission wished to continue this practice. The Attorney advised that the Commission has the authority to do this if it so desires. The Commission decided that it would be advisable to continue signing highway routes through cities and so ordered.

The Engineer brought up for discussion the matter of maintaining city streets that are not on state highway routes. He explained that frequently he received requests from cities to do such work but prefers not to assume the added responsibility because it interferes with the regular duties of the paving and oiling crews, although in some instances he has approved the crews doing such work as an accommodation, when the city has paid for the work in advance. It was his thought that contractors might object if the Highway Department made it a practice to maintain city streets that are off highway routes, because it would be taking a certain amount of business away from them. He requested instructions from the Commission for his future guidance. The Attorney advised that the law says that the state has to do such work on any road if requested by the proper authority, but the cost of the work shall be paid by the authority making the request. In





view of the Attorney's opinion, the Commission decided to continue its present practice and to require the party requesting the improvement to submit in advance a certified check in the amount of the estimated cost of the improvement.

The Engineer also requested instructions in regard to the collection of outstanding accounts against certain cities and counties. He was instructed by the Commission to submit a list of these accounts for consideration at the next meeting.

The Commission had under consideration a number of letters complaining of the condition of the Umpqua Highway between Reedsport and Scottsburg and urging that steps be taken to improve this road so that it will be safe for traffic. The Secretary was instructed to reply that the Commission appreciates the fact that this road is not in first class condition and regrets that it does not have funds available now to improve it on a permanent basis because of the cost involved, which the Commission considers unjustified in view of the volume of traffic which this road now carries. However, the Commission will endeavor to find sufficient funds to repair the present road as a temporary proposition.

The Secretary presented a copy of a letter from Robert W. Sawyer, Bend, to Charles P. Pray, Superintendent of the Department of State Police, concerning the desirability of checking activities carried on within highway rights of way by others than members of road or highway crews, particularly referring to the activities of pole line companies which frequently mutilate trees in connection with their pole line construction work. Mr. Sawyer suggested that it might be desirable for state police officers to check into such activities and ascertain whether or not they are being carried on under permit and if it is found that no permit has been issued, then to require cessation of such activity until the work has been approved by the proper authority. The Commission approved Mr. Sawyer's suggestion and instructed the Secretary to direct an appropriate letter to the Department of State Police requesting its co-operation in the matter, to the end that the scenic beauties of highway roadsides may be maintained.

The Secretary also presented a letter from State Treasurer Rufus C. Holman advising that the Governor, Secretary of State, and State Treasurer have agreed that the salary of Mr. A. W. Orton, who has been appointed by the State Treasurer to collect delinquent school funds and fines for law violations, has been fixed at $175 per month, base rate, or net rate of $154.53, after deduction of the percentage provided in Chapter 360, Oregon Laws 1935; also advising that the three above-mentioned state officers have agreed that one-half of Mr. Orton's salary shall be paid from the common school fund and the remaining one-half from the State Highway fund and that Mr. Orton's traveling expenses are to be charged to the two funds mentioned, on a pro rata basis. The Commission referred this matter to the Engineer to handle at his discretion.

A letter was presented from the New Era Club of Portland, advising that they have gone on record favoring the establishment of a

speed limit of not exceeding 45 miles per hour for the highways of this state and requesting the Commission to take favorable action to that end. The Secretary was instructed to inform the Club that the Commission considers that this matter is one for the state legislature to pass on rather than the Highway Department.

The Commission had under consideration communications from the Stayton Chamber of Commerce and from the Murphy-Gardner Lumber Company, Stayton, requesting the oiling of the Aumsville-Asylum Farm Secondary Highway in Marion County. The Secretary was instructed to reply that the Commission regrets that it does not have money available to finance this improvement at the present time but will bear the project in mind for future consideration.

A petition signed by 203 residents and tax payers of the Elmira and Noti districts of Lane County, requesting the oiling of a 4½-mile section of the Eugene-Swiss Home Secondary Highway, from mile post 00 to the town of Noti, and the re-oiling of the 3/4-mile section of this highway through the town of Noti, had the attention of the Commission. The Commission denied the petition, there being no funds available to finance the work at this time. The Secretary was instructed to so inform the petitioners and to state also that the Comission will bear the project in mind for future action.

The Commission also had under consideration a petition signed by 11 property owners residing along N. E. Fargo Street, Portland, protesting the Commission's plans for the construction of the proposed railroad grade separation structure on 102nd Avenue east of Portland, because no provision has been made for a direct approach to this crossing from Northeast Fargo Street. The Engineer advised that, according to the original plan, traffic from Fargo Street was to be taken care of by means of a roadway along the east side of the viaduct to a connection with the new grade south of the structure; however, on account of objections received, the plans were changed to provide a ramp to connect Fargo Street with the viaduct, which was considered a better way to serve this traffic. He explained the details of the proposed ramp, which he estimated would increase the cost of the viaduct about $15,000, and requested authority from the Commission to include such construction in the plans for this structure. W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, stated that he would approve such addition. After some discussion, the Commission approved the Engineer's request and authorized him to revise the set up for this project accordingly.

A letter was presented from V. H. Todd, Sr., Eugene, directed to Governor Martin, presenting arguments for the reallocation of the moneys heretofore set up by the Commission for the construction of the Eugene-Junction City project, to the so-called "Route F" route extending from Eugene to Florence. The Engineer stated that he acknowledged the receipt of this letter and informed Mr. Todd that the plans for the Eugene-Junction City project are being prepared for construction in accordance with instructions from the Commission. The Commission took no action on this matter.

A letter was presented from Mr. George D. Williams, Ashland, Oregon, requesting the Commission to construct a cattle-pass across the Green Springs Highway at Soda Gulch bridge, to enable him to drive his stock from land that he owns on one side of the highway to a watering place on the opposite side of the highway, without interfering with or endangering highway traffic. The Commission referred this matter to the Engineer for investigation and report.





The Commission had under consideration a petition from 140 tax payers and freeholders of Tygh Valley and vicinity, Wasco County, requesting improvements to Sherar's Bridge Secondary State Highway westerly from the Sherman County line to the end of the section that was reconstructed several years ago. The Commission denied the request for lack of funds.

The Commission had under consideration the application of the Idaho Power Company to construct its power pole line along certain sections of the Central Oregon Highway in Malheur County. The Secretary explained that this company wishes to locate its pole on both sides of the highway, which is contrary to the established policy of the Commission, their argument being that their construction is in a sparsely settled district where there is a minimum amount of highway traffic and in their estimation, traffic will not be endangered by reason of their wires being strung over the highway at numerous points. Also, because they have already constructed their line in accordance with their plans and they prefer not to go to the extra expense of moving them at this time to meet the Commission's requirements. After considerable discussion of this matter, the Commission denied the application but decided to let the company leave its poles in their present location for the time being, inasmuch as they have already been placed, with the understanding that they will relocate the poles as desired by the Commission whenever that becomes necessary for any reason whatsoever. The Commission instructed the Secretary to convey this information to the company and to notify them that hereafter they will be required to obtain a pole line permit from this Commission prior to the construction of any more of their pole lines on the state highways of this state.

The Commission had under discussion at this time a resolution from the Board of County Commissioners of Multnomah County, requesting the Commission to select and designate as a secondary state highway the following described road: Beginning at the intersection of Columbia Boulevard and Vancouver Avenue in the city of Portland; thence north to an intersection of Union Avenue, a distance of 0.56 mile. The Secretary advised that the Commission at a previous meeting signified its willingness to designate this particular road as a secondary state highway, if Multnomah County would make formal request for such designation by appropriate resolution, and that this information was conveyed to the Board of County Commissioners which approved such designation and accordingly adopted the resolution, which is now being presented for the Commission's acceptance. After due consideration of this matter, the Commission approved the County's request and by unanimous vote adopted the following resolution designating the road described therein as Secondary State Highway No. 122.

WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Board of County Commissioners of Multnomah County, has selected the highway or county road hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway or county road as a highway to constitute, together with other highways which have heretofore been added and which may hereafter from time to time be added, a part of the system of secondary state highways of Multnomah County under the provisions of said act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

That the following named highway or county road in Multnomah County, be and the said highway or county road is hereby selected, designated, established, adopted, and approved as a secondary state highway and shall be and is hereby designated as a part of the secondary state highway system, to wit:

Secondary Highway No. 122

Beginning at the intersection of Columbia Boulevard and Vancouver Avenue in the City of Portland; thence north to an intersection of Union Avenue, a distance of 0.56 mile.

That said highway or county road shall be, and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof;

That the engineer be, and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of the said highway or county road and properly file in the records of the Commission all of said data;

That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the Board of County Commissioners of Multnomah County.

The Engineer brought up for discussion the matter of payment of royalty to the State Land Board for sand and gravel taken from navigable streams of this state for use in connection with highway construction work. He said that the State Land Board adopted a resolution on October 11, rescinding its previous order waiving the payment of this royalty, amounting to 10¢ per cubic yard, which action may result to the state's disadvantage, because the





state will now be required to pay royalty for material in connection with a number of jobs where provision has been written in the contracts that the state will furnish gravel without royalty; furthermore, if the information is broadcast that the Commission is paying a royalty of 10¢ per cubic yard to the State Land Board, it may serve to increase the cost of obtaining sand and gravel from other sources for which the Commission now pays only 3¢ per cubic yard. He suggested, if the State Land Board will not exempt the Highway Department from compliance with the new order, that it would be advisable to retain a provision in future contracts that the state will furnish such materials free of royalty and to arrange for the payment of the royalty to the State Land Board direct with State Highway funds, which method of procedure would cost the state no more money and would be an advantage because, then, it would not be known, generally, that the state is paying 10¢ per cubic yard for materials taken from navigable stream beds, and the state could probably continue to obtain materials from other sources at present prices. After due consideration of this matter, the Commission adopted the Engineer's suggestion unanimously and instructed him to notify contractors that the state would hereafter furnish sand and gravel from navigable stream beds for use in highway construction projects royalty free, so as to make certain that this feature will be included in the prices that the contractors submit for such items. The Engineer was also instructed by the Commission to prepare a statement for consideration at the next meeting showing the amount that the state will be penalized by reason of the action taken by the State Land Board.

The Commission had under consideration the following requests for extensions of time in which to complete highway construction projects:

Wren and Greenough, Contract No. 1651, for surfacing the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, in Grant County, requested an extension of time of 10 days, from August 31 to September 10, 1935, in which to complete this contract. The Engineer advised that all of the rock production work required of the contractor was completed by him within the time limit specified in the contract and that the extra time required was for taking out some slides and for removing a crushing plant, which was set up on the highway right of way. He further advised that the traveling public has not been inconvenienced at all by the delay and that the state has incurred only a very small amount of extra cost for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Jacobsen-Jensen Company, Contract No. 1655, for paving the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah and Washington counties, requested an additional extension of time from August 31 to September 14, 1935, in which to complete this contract. The Engineer advised that the time limit was previously extended one

month on this contract, during which time the pavement work was completed and opened to traffic. However, there remained some clean-up work to do and the completion of oil shoulders which were not finished until September 14. He said that the delay has not particularly interfered with the general use of the road, neither has the state incurred any additional engineering expense. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

R. I. Stuart and Sons, Contract No. 1680, for furnishing rock for the Modoc Point and Keno Sections of The Dalles-California and Green Springs Highways in Klamath County, requested an additional extension of time from August 31 to September 28, 1935, in which to complete this job. The Engineer advised that the contractor's delay in completing this job within the specified time limit has not inconvenienced the traveling public in any way, neither has it increased the cost of engineering supervision. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission unanimously.

Haskin and Brooks Construction Company, Contract No. 1682, grading Bolon Island Section of the Oregon Coast Highway in Douglas County, requested an additional extension of time from September 30 to November 30, 1935, in which to complete this job, giving as their reason that they were handicapped by reason of adverse working conditions. The Engineer advised that the Haskin and Brooks Construction Company job is on an entirely new section of highway, which is not yet open to traffic, hence the failure of the contractor to complete the work within the specified time limit has not interfered with or inconvenienced the traveling public in any way. He further advised that the delay has cost the state an increased amount for engineering expense. Nevertheless, he gave as his thought that the extension should be granted without penalty. The Commission approved the Engineer's recommendation.

Harold Blake, Contract No. 1707, for grading and paving Votaw Unit of the Multnomah County Line-Newberg Section of the West Side Pacific Highway, in Washington County, requested an extension of time of 8 days from September 30 to October 8, in which to complete this contract, giving as his reason that he was compelled to stop construction work during the week-end of July 4 and also during the Labor Day week-end, which necessitated a few days extra time to finish the job. The Engineer advised that the contractor's statement as to the cause of his delay is correct. He recommended that the extension requested be granted without penalty, inasmuch as the traveling public has not been inconvenienced by the delay neither has the state incurred any extra engineering expense. The Commission approved the Engineer's recommendation by unanimous vote.

Oregon Contracting Co., Contract No. 1724, for grading and construction of bituminous macadam on the Rickreall Creek-Coast





Junction Unit of the Salem-Dallas Highway in Polk County, requested an extension of time from August 31 to September 6, 1935, in which to complete this job, giving as a reason for such request that they were required by the resident engineer to perform certain force account work after the work contemplated in their contract was completed. The Engineer advised that the statement of the contractor as to the cause of his delay is substantially correct, that he was required to do some additional oiling work, which resulted in over-running the specified time limit. He also stated that the delay has not inconvenienced the traveling public, neither has it increased the cost of engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Joplin and Eldon, Contract No. 1736, for grading, surfacing and oiling Yamhill County line-Stratton Ranch Section of the Salem-Dayton Secondary Highway in Polk and Yamhill counties, requested an extension of time from August 31 to October 20, 1935, in which to complete this job, giving as their reason for such request that they experienced considerable delay in securing materials required for the construction of the multiple plate corrugated metal culvert, which material had to be shipped from the steel mill in the east and was delayed some 8 weeks in shipment; also that rainy weather interfered with their oiling operations, necessitating additional delay of about 10 days. The Engineer advised that the contractor is wholly responsible for his failure to complete this job within the specified time limit and that very poor progress was made with the work notwithstanding the fact that he was repeatedly notified to speed up operations. He further advised that while the traveling public has not been greatly inconvenienced by the delay, the state has incurred some extra expense for engineering supervision. Wherefore, he recommended that the extension requested be granted with the understanding that the contractor be charged for all of engineering expense which has been incurred subsequent to the date of completion specified in the contract. The Commission approved the Engineer's recommendation by unanimous vote.

F. J. Kernan, Contract No. 1737, for grading and bituminous macadam construction on the Cascade Locks Section of the Columbia River Highway in Hood River County, requested an additional extension of time of 10 days, from September 9 to September 19, 1935, in which to complete this job, giving as his reason for such request that he was required to do extra rocking and extra oiling work and that he was forced to wait for the rock to be put out and for the oil to be delivered to the job. The Engineer advised that the original date of completion of this job was July 31, 1935, but that it was

extended by the Commission without penalty to September 9, 1935, which, in his estimation, was sufficient time for the contractor to have finished up the work satisfactorily. He recommended that the extension requested be granted but that the contractor be charged for the engineering expense which has accrued from September 9 to September 19 and that this amount be deducted from the contractor's final estimate. The Commission approved the Engineer's recommendation.

H. C. Rogers, Contract No. 1741, for furnishing crushed rock for the Maupin-Cow Canyon Section of The Dalles-California Highway in Wasco County, requested an extension of time of 3 days from September 30 to October 3, 1935, in which to complete this job, giving as his reason that he had difficulty in securing experienced operators of heavy power equipment from the national employment office. The Engineer stated that the failure of the contractor to complete this job within the time limit specified has not inconvenienced the state in any way, neither has it increased the cost for engineering supervision, and he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

The Engineer reported that the following contracts for the construction of State Highway Projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance:

Contract No. 1651, with Wren and Greenough for surfacing the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Contract No. 1655, with Jacobsen-Jensen Company, for paving the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County.

Contract No. 1680, with R. I. Stuart & Sons, for furnishing crushed rock for the Modoc Point and Keno Sections of The Dalles-California and Green Springs Highways in Klamath County.

Contract No. 1707, with Harold Blake, for grading and paving the Votaw Unit of the West Side Pacific Highway in Washington County.

Contract No. 1724, with the Oregon Contracting Company, for grading, paving and macadamizing the Rickreall Creek-Coast Junction Unit of the Salem-Dallas Highway in the city of Dallas, in Polk County.

Contract No. 1736, with Joplin & Eldon, for grading, surfacing and oiling the Yamhill County Line-Stratton Ranch





Section of the Salem-Dayton Secondary Highway, in Polk County.

Contract No. 1737, with F. J. Kernan, for grading and macadamizing the Cascade Locks Section of the Columbia River Highway in Hood River County.

Contract No. 1740, with Tom Lillebo, for construction of the piers for the Eagle Creek bridge on the Columbia River Highway in Multnomah County.

Contract No. 1741, with H. C. Rogers, for furnishing crushed rock on the Maupin-Cow Canyon Section of The Dalles-California Highway in Wasco County.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 1651, with Wren & Greenough, for surfacing the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, completed September 10, 1935;

Contract No. 1655, with Jacobsen-Jensen Company, for paving the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County, completed September 14, 1935;

Contract No. 1680, with R. I. Stuart & Sons, for furnishing crushed rock for the Modoc Point and Keno Sections of The Dalles-California and Green Springs Highways in Klamath County, completed September 11, 1935;

Contract No. 1707, with Harold Blake, for grading and paving the Votaw Unit of the West Side Pacific Highway in Washington County, completed October 3, 1935;

Contract No. 1724, with the Oregon Contracting Company, for grading, paving and macadamizing the Rickreall Creek-Coast Junction Unit of the Salem-Dallas Highway in the City of Dallas, completed September 6, 1935;

Contract No. 1736, with Joplin and Eldon, for grading, surfacing and oiling the Yamhill County Line-Stratton Ranch Section of the Salem-Dayton Secondary Highway in Polk County, completed October 16, 1935;

Contract No. 1737, with F. J. Kernan, for grading and macadamizing the Cascade Locks Section of the Columbia River Highway in Hood River County, completed September 17, 1935.

Contract No. 1740, with Tom Lillebo, for construction of piers for the Eagle Creek bridge on the Columbia River Highway in Multnomah County, completed September 30, 1935;

Contract No. 1741, with H. C. Rogers, for furnishing crushed rock for the Maupin-Cow Canyon Section of The Dalles-California Highway in Wasco County, completed October 3, 1935;

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment is hereby authorized.

The Commission had under consideration, approved, and signed, the following agreements:

1. Agreement with Edlefsen-Weygandt Company, contractors for grading and paving the south unit of the Portland-Milwaukie Section of the East Portland-Oregon City Highway in Clackamas County, Contract No. 1609, disposing of their claim for reimbursement for extra expense incurred by them in the sum of $893.50, for being delayed in completing their project several months pending completion of an adjoining contract for the construction of the South Milwaukie grade separation structure.

2. Agreement with Berke Brothers, Inc., contractors for grading the Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County, Contract No. 1670, disposing of their claim for extra compensation in the amount of $174.23, predicated upon the quantities and sizes of metal reinforcement used in the reinforced concrete culverts on said project.

3. Supplemental agreement with O. N. Pierce and M. L. O'Neil & Son, contractors for grading the Blue Mountain Pass Section of the I.O.N. Highway in Malheur County, Contract No. 1672, whereby the Commission agrees to pay, and the contractor accepts, the sum of $1649.60 as an adjustment for overhaul in connection with this job.

4. Agreement with the Southern Pacific Company relating to the construction of the proposed Wall Creek underpass on the Pacific Highway in Jackson County.





5. Agreement with the U. S. Bureau of Public Roads covering the matter of maintenance of certain forest highway sections, whereby the Bureau agrees to continue to maintain the 15.44 mile section of the Pendleton-John Day Highway between Ukiah and Dale in Umatilla County during the period November 15, 1935, to and including October 31, 1936, and the state agrees to assume on November 1, 1935, the responsibility to maintain the Elk Creek-Jackson County Line Forest Highway project on the Tiller-Trail Highway in Douglas County, 6.67 miles in length, including the new bridge over Diamond Creek; and also agrees to maintain the 8.74 mile section of the Little Sheep Secondary Highway in Wallowa County between the Forest Boundary and Imnaha, including bridges over Imneha Creek, Camp Creek, and Butte Creek.

The Commission also signed a letter directed to the Recorder and Common Council of the City of Toledo in Lincoln County, consenting to the vacation of a portion of the old Corvallis-Newport Highway through Block 9 of Graham's Fourth Addition to the City of Toledo, as petitioned for by one Howard Easton, with the understanding that the State of Oregon shall receive the same benefit as all other abutting property owners and that one-half of the vacated right of way shall revert to the State of Oregon where the same abuts upon that part of Lots 2 and 3 of Block 9 of Graham's Fourth Addition, Toledo, which lies north of the highway.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:00 o'clock p. m.

Henry L. Cabell
Chairman

State Highway Engineer

E. B. Goodrich
Commissioner

Secretary

F. L. Lovell
Commissioner

Portland, Oregon, November 7, 1935

The State Highway Commission met in regular session at 9:00 o'clock a.m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. TouVelle, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary
J. M. Devers, Attorney

Bids as follows for highway construction projects, sale of property, etc., were opened and read in accordance with previously published notice:

OLD OREGON TRAIL
GALES-TUNNEL SECTION - PAVING

| | |
|---|---|
| McNutt Bros. | $ 101,898.50 |
| Tony Marrazzo | 120,522.50 |
| Myers & Goulter | 121,077.00 |
| Kern & Kibbe | 124,470.00 |
| Oregon Contracting Co. & Theo. Arenz | 124,599.00 |
| Wren & Greenough | 127,655.00 |
| Morrison-Knudsen Co. | 129,952.50 |
| Max J. Kuney Co. | 132,770.00 |
| J. A. Terteling & Sons | 135,010.00 |
| Hinman Bros. Construction Co. | 142,422.50 |
| Parker-Schram Co. | 143,163.00 |
| J. A. Lyons | 147,514.00 |
| Guthrie-McDougall Co. | 149,770.00 |
| P. L. Crooks & Co. | 153,782.00 |
| Carl Nyberg | 155,647.50 |
| Orino, Birkemeier & Saremal | 162,490.00 |
| Malcom & Bell | 170,104.00 |

OLD OREGON TRAIL
FOUR BRIDGES OVER BURNT RIVER AND ONE CULVERT OVER CHICKEN CREEK

| | |
|---|---|
| Oregon Contracting Co. & Theo. Arenz | $ 55,793.75 |
| Max J. Kuney Co. | 57,719.50 |
| J. A. Terteling & Sons | 59,061.00 |
| Morrison-Knudsen Co. | 59,776.95 |
| Tom Lillebo | 60,155.75 |
| Kuckenberg-Wittman Co. | 61,093.00 |
| Orino, Birkemeier & Saremal | 63,366.50 |
| Guthrie-McDougall Co. | 71,585.00 |

PACIFIC HIGHWAY
TURKEY HILL SECTION - GRADING AND PAVING

| | |
|---|---|
| Jacobsen-Jensen Co. | $ 119,296.00 |
| Oregon Contracting Co. & Theo. Arenz | 123,940.50 |
| E. C. Hall | 130,736.00 |

(continued)

(Turkey Hill Section, continued)

| | |
|---|---|
| Harold Blake | $ 130,977.00 |
| Parker-Schram Co. | 136,721.00 |
| Kern & Kibbe | 140,436.00 |
| P. L. Crooks & Co. | 144,867.00 |
| United Contracting Co. & F. C. Dillard | 156,647.50 |

JOHN DAY HIGHWAY
BRANSON CREEK-ROCK CREEK SECTION
RESURFACING AND OIL MAT SURFACE TREATMENT

| | |
|---|---|
| Edlefsen-Weygandt Co. & E. Hafty | $ 42,521.00 |
| Oregon Contracting Co. & Theo. Arenz | 43,723.00 |
| J. C. Compton, Saxton & Looney, and F. C. Dillard | 47,419.00 |
| Max J. Kuney Co. | 47,764.00 |
| R. O. Dail and Warren Bros. | 48,907.00 |
| Joplin & Eldon | 50,910.00 |
| A. Milne | 55,248.00 |
| Warren Northwest Roads Co., Inc. | 57,873.00 |

JOHN DAY HIGHWAY
VALADE RANCH-STEWART BRIDGE SECTION
REGRADING, SURFACING AND OIL MAT SURFACE TREATMENT

| | |
|---|---|
| J. C. Compton, Saxton & Looney, and F. C. Dillard | * $ 85,843.50 |
| Oregon Contracting Co and Theo. Arenz | 85,885.00 |
| Edlefsen-Weygandt Co. and E. Hefty | 87,790.50 |
| A. Milne | 93,169.50 |
| Joplin & Eldon | 93,931.60 |
| Max J. Kuney Co. | 95,023.00 |
| Hart Construction Co. | 97,811.50 |

* Low bidder conditioned bid on basis of being awarded three projects. Low bidder on this project was not low on the other two projects, hence second bidder becomes low bidder on this project.

GREEN SPRINGS HIGHWAY
ASHLAND-JENNY CREEK ROCK PRODUCTION PROJECT

| | |
|---|---|
| A. S. Wallace | $ 15,265.00 |
| A. A. Hardesty | 16,905.00 |
| Saxton & Looney | 16,335.00 |
| M. C. Lininger & Son | 19,910.00 |

WARM SPRINGS HIGHWAY
AGENCY SECTION - GRADING

| | |
|---|---|
| M. L. O'Neil & Son | $ 41,779.00 |
| Berke Bros., Inc. | 42,056.00 |
| McNutt Bros. | 43,518.00 |
| J. A. Lyons | 47,424.00 |

(Continued)

NOV 7 1935



(Agency Section, continued)

| | |
|---|---|
| P. L. Crooks & Co. | $ 56,265.00 |
| Guthrie-McDougall & Co. | 58,905.00 |
| Hinman Bros. Construction Co. | 60,886.00 |

FREMONT HIGHWAY
PAISLEY-CHEWAUCAN NARROWS SECTION
GRADING, WIDENING, GRAVEL SURFACING

| | |
|---|---|
| Babler Bros. | $ 107,952.00 |
| A. Milne | 110,978.50 |
| Warren Northwest Roads Co., Inc. | 112,565.00 |
| Dunn & Baker & J. C. Compton | 128,701.00 |
| Harold Blake | 136,564.00 |

SANTIAM HIGHWAY
GRADE CREEK-STORM CREEK SECTION
GRADING

| | |
|---|---|
| Myers & Goulter | $ 108,165.00 |
| J. A. Lyons | 108,685.00 |
| Slate Construction Co. | 117,385.00 |
| Kern & Kibbe | 128,025.00 |
| P. L. Crooks & Co. | 135,875.00 |
| F. C. Dillard | 142,800.00 |

SANTIAM HIGHWAY
CONCRETE BRIDGE OVER SODA FORK OF SANTIAM RIVER

| | |
|---|---|
| Averill & Corbin | $ 15,557.50 |
| E.W. & W.F. Philpott | 15,885.00 |
| J. F. Johnston | $ 16,660.00 |

122d AVE. (BUCKLEY ROAD)
UNDERPASS UNDER O.W.R.& N. Co.'s TRACKS AND GRADING AND PAVING

| | Road Oil | Tar |
|---|---|---|
| Edlefsen-Weygandt Co. | | $ 64,849.50 |
| Oregon Contracting Co. & Theo. Arenz | $ 66,477.00 | 66,547.00 |
| Jacobsen-Jensen Co. | | 69,556.00 |
| Parker-Schram Co. | 71,450.00 | |
| Kern & Kibbe | 74,277.00 | 74,357.00 |
| E.F. & W.F. Philpott | | 81,024.50 |
| Harold Blake | 81,214.00 | 81,204.00 |
| Hoffman Construction Co. | 81,620.00 | 81,690.00 |
| Warren Northwest, Inc. | | 81,994.00 |
| P.L.Crooks & Co. | 85,400.00 | 85,460.00 |
| Joplin & Eldon | 98,469.00 | 98,375.00 |
| Kuckenberg - Wittman Co. | 99,926.50 | |

COLUMBIA RIVER HIGHWAY
CONCRETE BRIDGE OVER SPANISH HOLLOW CREEK AND O.W.R.& N. Co. TRACKS
GRADING, SURFACING, AND BITUMINOUS MACADAM

| | |
|---|---|
| Joplin & Eldon | $ 64,884.50 |
| Orino, Birkemeier & Saremal | 70,382.50 |
| Hoffman Construction Co. | 70,693.00 |

(Continued)

NOV 7 1935

(Spanish Hollow Creek Continued)

| | |
|---|---|
| E.F. & W.F. Philpott | $ 71,047.00 |
| Tom Lillebo | 71,477.50 |
| Parker-Schram Co. | 72,211.00 |
| P. L. Crooks & Co. | 74,615.00 |
| Kern & Kibbe | 76,105.00 |
| Kuckenberg-Wittman Co. | $ 79,950.00 |

OLD OREGON TRAIL
PENDLETON HILL SECTION - GRADING

| | |
|---|---|
| James Crick | $ 123,244.00 |
| McNutt Bros. | 124,849.50 |
| White's Trucking Co. | 125,878.00 |
| Myers & Goulter | 129,794.00 |
| Itschner & Rigdon | 130,027.00 |
| Geo. F. Price | 131,690.00 |
| Max J. Kuney Co. | 133,280.00 |
| Morrison-Knudsen Co. | 134,492.00 |
| J. A. Lyons | 135,184.00 |
| Newport Construction Co. & Kern & Kibbe | 139,446.02 |
| Jacobsen-Jensen Co. | 140,051.50 |
| Oregon Contracting Co. and Theo. Arenz. | 141,899.00 |
| Colonial Construction Co. | 147,063.00 |
| P. L. Crooks & Co. | 147,984.00 |
| Carl Nyberg | 149,104.00 |
| Wren & Greenough | 149,574.00 |
| Guthrie-McDougall Co. | 155,244.00 |
| Hinman Bros. Construction Co. | 156,434.00 |
| Hart Construction Co. | 157,455.00 |
| Parker-Schram Co. | 157,636.00 |
| Malcom & Bell | 164,560.00 |
| Orino, Birkemeier & Saremal | 185,841.00 |

WALLOWA LAKE HIGHWAY
BRIDGE OVER ROCK CREEK AND BRIDGE OVER WALLOWA RIVER

| | |
|---|---|
| Schmitt Construction Co. | $ 37,891.00 |
| Kuckenberg-Wittman Co. | 37,985.50 |

COLUMBIA RIVER HIGHWAY
BIG EDDY OVERCROSSING SECTION
BRIDGE OVER O.W.R.&.N.CO. TRACKS AND GRADING, SURFACING AND BITUMINOUS MACADAM

| | |
|---|---|
| Parker-Schram Co. | $ 142,371.00 |
| Colonial Construction Co. | 145,173.00 |
| Hoffman Construction Co. | 147,971.00 |
| Malcolm & Bell | 150,806.00 |
| P. L. Crooks & Co. | 153,605.00 |
| Guthrie-McDougall Co. | 158,214.00 |
| Kern & Kibbe | 158,405.00 |
| Orino, Birkemeier & Saremal | 159,340.00 |





JOHN DAY HIGHWAY
SERVICE CREEK-SPRAY SECTION
REGRADING, SURFACING AND OIL MAT SURFACING

| | |
|---|---|
| Edlefsen-Weygandt Co. and E. Hefty | $ 86,460.00 |
| J. C. Compton and Saxton & Lobney and F. C. Dillard | 93,819.50 |
| Theo. Arenz and Oregon Contracting Co. | 93,902.00 |
| Wren & Greenough | 100,931.00 |
| A. Milne | 104,317.00 |

COOS RIVER SECONDARY HIGHWAY
SALE OF TUGBOAT "VEGA" - ENEGREN FERRY

| | |
|---|---|
| Wittick & Sjogren | $ 710.00 |
| J.W. & J.R. Hillstrom | 555.00 |
| Wm. Greenberg | 185.83 |

JUNCTION CITY-EUGENE SECONDARY HIGHWAY NEAR EUGENE
SALE OF DWELLING HOUSE, BARN, AND OTHER PROPERTY

| | |
|---|---|
| H. C. Rice | $ 40.00 |

PACIFIC HIGHWAY
SALE OF STATE-OWNED PROPERTY AT AURORA
PARTS OF LOTS 8, 9 and 10 of BLOCK 2, KRAUS ADDITION

| | |
|---|---|
| Mrs. Elizabeth Grazer | $ 75.00 |

Chairman Cabell announced that the award of contracts would be made at 4:30 p. m. in the same room. The Commission adjourned at 12:45 o'clock p.m. to reconvene at 2:30 o'clock p.m. in the same room.

The State Highway Commission reconvened at 2:30 o'clock p.m. with all members present and participating.

A delegation from Roseburg, consisting of W. C. Harding, Secretary of the Roseburg Chamber of Commerce; County Commissioner B. S. Nichols; M. C. Bowker, County Engineer; and A. C. Marsters, President, Roseburg National Bank, came before the Commission and asked that earnest and favorable consideration be given to the reconstruction of the 5-mile section of the Pacific Highway south from Roseburg to eliminate the dangerous railroad crossing at Shady Point. Mr. Marsters declared that the elimination of this crossing is a vital necessity and that they are particularly anxious for this improvement and especially the first unit thereof, in view of the number of accidents that occur along this section, many of which result in fatalities. Mr. Harding stated that one of their prominent automobile dealers is heartily in favor of this improvement notwithstanding the fact that he now enjoys a business which nets him about $1200 per month as a result of accidents that occur on this section of road.

The Engineer advised that the grade separation project would cost about $40,000 and that to reconstruct the entire section desired by the

delegation would cost about $250,000 including the structure. He agreed that the Shady Point crossing is one of the worst railroad crossings in the state. Chairman Cabell advised that the Commission is aware of the conditions at this crossing and realizes that it should be removed and is doing all that it can with the money available to eliminate from the highway system dangerous points such as this. He further stated that the matter will be given further consideration but no commitments can be made at this time.

County Judge Geo. A. Potter and County Commissioner P. C. Axtell, of Sherman County, were present. They asked for the improvement of the Sherman Highway from its junction with The Dalles-California Highway northerly to the end of the completed portion in Sherman County, a distance of approximately 28 miles, and particularly the northerly end starting at the Sherman-Wasco County line.

Judge Potter stated that some oil has been placed on the Sherman County end of this road but it is not standard construction and the road will undoubtedly be in very bad condition this winter unless something is done to remedy the situation. He said this is a most urgent need of Sherman County.

Chairman Cabell advised that the Commission has this project in mind and will do the best it can with the funds available but cannot make any definite commitments now.

Mr. Philip S. Carrell, attorney for the Associated Indemnity Corporation; Mr. Geo. Haskin, of the Haskin & Brooks Construction Company; and Mr. A. Van R. Schermerhorn, attorney for the Maryland Casualty Company, were present in regard to the completion of the Haskin & Brooks Construction Company contract for the construction of the Bolon Island Section of the Oregon Coast Highway in Douglas County, contract No. 1682.

Mr. Carrell, who represents the surety on the bond furnished in connection with this job, stated that they are anxious to dispose of the matter of completing the project with the least possible inconvenience and proposes now to sub-contract the work to contractor E. C. Hall, to whom the Commission recently awarded an adjoining contract for grading the Gardiner-Reedsport Section of this highway. He alleged that there are about 12,000 cu.yds. of material yet to be moved in connection with the Haskin & Brooks contract and asked the Commission to approve sub-contracting the work to Mr. Hall and to extend the time limit for the completion of the Haskin & Brooks job to March 15, 1936, which, he said, would fit in very nicely with the operations of Mr. Hall, who must complete his project by April 1, 1936, according to the time limit specified in his contract.

Mr. Schermerhorn stated that he is representing Mr. Hall in this matter, as well as the surety on Mr. Hall's bond, and that they are willing to take a subcontract from the Haskin & Brooks Construction Company but they must know exactly how much work they will be required to do under such subcontract. He asked the Engineer to fix the amount of such work.





The Engineer suggested that the subcontract should provide for the completion of the 110,000 cu. yds. of excavation required in the Haskin & Brooks contract. He added that he would recommend acceptance of the Haskin & Brooks contract as complete when such amount of material has been moved.

Mr. Schermerhorn stated that such provision would not be satisfactory to Mr. Hall inasmuch as the quantities of material to be moved are too indefinite, whereupon the Engineer advised that the completed work would have to be remeasured in order to obtain definite information in that regard.

Mr. Carrell reiterated that their main purpose is to secure the approval of an arrangement for sub-contracting the balance of this job and, if such sub-contract cannot be arranged satisfactorily, then they would like an extension of time, at least until January 1, 1936, in which to complete the job themselves. The Engineer advised that he would be in favor of granting an extension of time on Mr. Hall's account but any extension of time that is granted to Haskin & Brooks should be for a shorter period because the state has a definite contract with Haskin & Brooks which must be completed before Mr. Hall starts in on his job, otherwise operations under the Haskin & Brooks contract would very likely interfere with Mr. Hall's work and he would have claim for damages on that account. He said that he would recommend an extension of time to January 1, 1936, if the Associated Indemnity Corporation completed the job for Haskin & Brooks, and to March 15, 1936, in the event that Mr. Hall completes the job under subcontract with Haskin & Brooks, provided arrangements for the completion of the work are definitely concluded within the next day or two and the subcontract arrangement is approved by the Highway Commission and the Bureau of Public Roads.

After further discussion the Commission gave Haskin & Brooks until the following Tuesday to decide definitely whether or not they will finish the job themselves or sub-contract the work to Mr. Hall and it was agreed that if the work is sub-contracted a copy of the sub-contract agreement will be delivered to the Engineer on that date for approval. The Commission voted unanimously to refer the entire matter to Chairman Cabell and the Engineer to pass on the form of sub-contract and other matters in connection therewith.

James O. Convill, City Manager of Astoria, was present regarding the proposed improvement of the Oregon Coast Highway at Twenty-third and Franklin Streets in Astoria, involving a dredged fill. He said that the city officials have signed the agreement covering this improvement but they are not quite satisfied with the arrangements made for the construction of the dredged fill, as it now appears there is considerably more yardage in this fill than was originally contemplated. He asked the Commission to allow the city $4,500 for the fill construction, which is about $1,200 more than the amount mentioned in the agreement, to take care of an additional 8,000 cu. yds. of material at the agreed price of 15¢ per cu. yd.

The Engineer explained that originally it was proposed to have the city of Astoria construct this fill with the Port of Astoria dredge at a certain agreed price per cubic yard for the materials entering into the fill, However, the Bureau of Public Roads would not agree to this arrangement for

expenditure of federal moneys, so other arrangements had to be made, which were to the effect that the city would do the work at an agreed price of $3300, which was to be paid by the state with state money in order to avoid entanglements with the Bureau of Public Roads. However, it now develops, according to Mr. Convill, that the city cannot make this fill at that price, which was based on a fill of 22,000 cu. yds., and now requests an additional payment of $1200 for an additional 8000 cu. yds., which is at the same rate.

The Engineer said further that the arrangement with the city, in his estimation, is the best one from the state's standpoint because it will relieve the state from responsibility for flooding private property and will eliminate the necessity for shipping in a dredge for this particular work, which otherwise would have to be done, because there is no other dredge available in the vicinity. He also said that the fill could be built by another method without the use of a dredge, but such method would require shipment in of materials by rail or truck, which would be more expensive. He recommended, in view of the circumstances, the payment of the additional $1200 requested by Mr. Convill.

The Attorney advised that the Commission has legal authority to expend state funds for this purpose inasmuch as the law says that the State Highway Commission shall maintain city streets which are state highway routes. Thereupon, the Commission approved the Engineer's recommendation by unanimous vote.

Mr. Convill then brought up for discussion the matter of rerouting the Oregon Coast Highway along Astor Street in order to avoid a certain hill on the present route on Bond Street. He exhibited a map showing the proposed change, a survey for which, he said, was made by an engineer of the State Highway Department last spring. He pointed out that there are a number of buildings located on this proposed route and advised that they can arrange to remove all of these buildings with relief labor except one, a sheet metal structure which the owner will agree to have moved, and will donate right of way for the new highway, if the city will pay the cost of moving the building and will place it on creosoted piles in its new location. He added that the city has already taken options for 7/10 of the right of way but does not have the money to pay the cost of moving this one building; wherefore, they would like to know whether or not the state will assume this expense if the city will obtain the balance of the right of way.

The Engineer advised that the change proposed by Mr. Convill is desirable but before making any definite recommendations in regard thereto he would like to make some investigations concerning it. The Commission thereupon referred the matter to him for investigation and report at the next meeting.

A delegation representing the Columbia Valley Lumbermen's Association, consisting of J. A. Kingsley, President; Edmund Hayes, representing the Clackamas Fir Lumber Company; B. W. Sleeman, representing the District Council of Carpenters; Carl Kinney, representing Clark & Wilson Lumber Company; C. C. Crow, publisher of the Crow Lumber Index; and about 15 others, appeared





before the Commission in the interests of a more liberal use of timber in highway bridge construction.

Mr. Kingsley headed the group and introduced the speakers.

Mr. Hayes recalled the contacts which the lumber association has had with the Commission during the past years in regard to the use of lumber in highway construction and stated that their industry feels that the Highway Commission has not utilized lumber in its structures as much as it could have; in fact, is not using lumber to the same extent as other states. He read and presented to the Commission a brief of arguments in support of their industry and urged the Commission to give very careful consideration to their request for more timber in highway construction to the end that other states can look to Oregon, one of the principal timber states, for examples of timber construction.

Mr. Sleeman said that the use of timber in highway construction is a vital matter to sawmill and lumber workers who are dependent upon this industry for their livelihood, many of whom have now only intermittent employment.

At the request of Chairman Cabell the Engineer expressed his ideas in this matter from the engineering standpoint. He said that the highway engineers are very much interested in the use of timber in highway construction work, as is evidenced by the fact that the Oregon Highway Department has developed what is known as the composite type bridge, a type of timber bridge with concrete slab deck, and proposes to continue the use of timber in its bridge structures wherever that is possible from the economic standpoint without detracting from the esthetic value of the structures. He spoke about the current highway program and gave information which disclosed that the use of timber in proposed bridge and railroad grade elimination projects is being given full consideration, notwithstanding the fact that, in a number of instances, the railroad companies involved insist upon concrete structures for carrying their trains. He reiterated that the Highway Department is giving this matter very careful consideration and will continue to do so, not only in its grade separation program but in other work that the Department is doing and plans to do.

Mr. Kinney protested any allocation of funds for railroad grade elimination projects that are not designed for timber construction. He said that if the timber industry of this state is to survive it is not only necessary for the State Highway Department to more fully recognize that industry but it must also admit that there is some value to timber in highway construction by building more timber structures. He gave as his understanding that of $1,900,000 available for grade elimination projects, only $100,000 has been set up for structures of the timber type, which he considers unfair. He gave as his belief that the Commission should hold up construction of these projects until new estimates and new designs have been prepared based on the use of timber, and let the timber industry have its fair share of this business. He advised that the timber interests have field men working throughout the United States urging the states to use timber in their construction, but they find it difficult to answer inquiries why the State of Oregon does not make use of timber in its construction. He said further that the timber

interests are not at war with the Commission but they have an industry that has been struggling along for many years and they know that they have a good product and want the state to use more of it.

Chairman Cabell stated that no one is more in favor of the use of timber in highway construction than he, where such construction is advisable and economical, because such construction means prosperity to the people of Oregon inasmuch as timber is one of the state's principal commodities. He added that he considers it his primary obligation to build sound, economical bridges and to him that is more of a responsibility than to bring prosperity to any particular group of people in the state. He pointed out that the plans for a number of grade separation projects have been prepared and that the Commission proposes to award contracts for their construction in the near future; also, that the Federal Government is very anxious that this work get under way in order to afford relief for unemployment, and that a great deal of pressure has been brought to bear to get the jobs going, for which reason it does not appear right to hold the jobs up any longer; however, as to future jobs, comparative costs of timber and concrete type structures will be worked up, and, if these costs are anywhere nearly equal, and the Commission is convinced that the timber type is preferable from the economic standpoint, then that type will be selected.

Mr. Crow inquired if there is not some way that the lumber industry can secure advance information concerning proposed bridge structures. He was informed that the Highway Commission's program is always published in the newspapers well in advance and any time that the lumber industry wants any information concerning this program it will be furnished cheerfully by the Salem office upon request. Mr. Crow then stated that, in his estimation, the esthetic value of highway bridges is over-stressed and that if the Highway Commission selects the type of structures from that standpoint, the use of lumber would not enter into the picture. This concluded the conference.

Senator Milton A. Miller, of Portland, was present and requested the loan of the services of a man who is experienced in landscaping work to lay out the plans and supervise construction for a landscaping project that the Champoeg Park Association plans in Champoeg State Park. The Attorney advised the Commission that, technically, the Commission has no authority to do this because Champoeg Park is not under the jurisdiction of the State Highway Commission. After some discussion, the Commission indicated its willingness to comply with Senator Miller's request, if that can be done legally, and referred the entire matter to the Engineer, with power to act.

A delegation representing the National Economic Welfare Federation of Oregon City, consisting of Mayor G. F. Everhart and Messrs. Colley, Welch, Betz, and Potter of Oregon City, and Jones and Duvall of Milwaukie, came before the Commission in regard to the construction of the Oregon City project. Mr. Colley was spokesman for the group.

He said that they understand that the Commission intends to reallocate the funds heretofore set up for the Oregon City project, and their object in coming before the Commission at this time is simply to urge the





Commission not to spend its money elsewhere but to continue with its original plans to eliminate the Oregon City bottleneck, not only from the standpoint of providing a better route but also from the standpoint of providing relief for the unemployed. They said they were not particular as to what route through Oregon City the Commission adopts, although they prefer what is known as the Canyon Route.

A delegation representing the Stayton Chamber of Commerce, Aumsville Chamber of Commerce, and the Sublimity Chamber of Commerce, consisting of Geo. Keech, A. C. VanNuys, and Edward J. Bell, Stayton; Roy J. Phillipi, Mehama; and E. J. Highburger and D. Arthur Lowe, Salem, asked the Commission to construct an oiled surface on the 5.6-mile section of the Silver Creek Falls and North Santiam Secondary Highways between Cottage Farm and Aumsville, in Marion County. They said that this section carries an enormous amount of traffic and is now rocked, but living conditions along the road are very unpleasant because of the dust created by traffic during the summer months and they would like to have some relief from this situation. The Engineer advised that, while this road is now being maintained as a secondary highway, the road at this point has not been permanently located and there is a question whether or not it will be on the permanent alignment.

Chairman Cabell informed the delegation that the Commission regrets that it cannot do what they ask at the present time due to the fact that funds are not available to finance the work. He pointed out that the legislature reduced the amount of secondary funds to $450,000, which is barely enough to take care of maintenance of present secondary highways and is not sufficient to finance new construction. He added that the Commission will bear this project in mind and will reconsider it if and when additional funds become available

A delegation from Yamhill County, consisting of County Commissioners W. S. Allan and F. R. Campbell; and Messrs. Carlisle and Bayliss, and five others, was present in regard to the programming of the $30,000 of federal relief moneys which the Commission has set aside for county road construction in Yamhill County. After considerable discussion it was finally agreed that this money should be spent on the following projects:

1. Bridge over the Yamhill River in the town of Sheridan $20,000
2. Grading, surfacing and oiling Market Road No. 5, between the West Side Pacific Highway and Springbrook. $10,000

The delegation was advised that the Sheridan bridge is estimated to cost more than $20,000 and that it will be necessary for the county to pay all costs over and above $20,000 because the bridge is on the county road, the Commission having no legal authority to spend state funds for improvements that are not on the state highway system. They were also informed that for similar reasons the county would have to purchase any right of way that may be required for both of these projects.

Chairman Cabell stated emphatically that $20,000 is the absolute limit to which the Commission will pledge its money for this bridge construction. The County Court thereupon agreed to provide county funds to pay the extra cost of the bridge construction and to pay for the right of way. The Commission then instructed the Engineer to include these two projects in the program for county road construction and authorized him to make surveys and prepare plans as may be necessary in connection with each and to furnish the County Court with right of way descriptions as soon as possible. It was mutually agreed between the Commission and the County Court that the county's share of this cost would be paid in semi-annual installments by assignment of the county's share of the motor vehicle funds. The Attorney was instructed to prepare a form of assignment covering the matter as soon as the county's share of the cost of the improvements has been determined.

The Commission had under consideration at this time matters pertaining to the construction of Units 1 and 5 of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County, for which the Commission received bids on October 8, 1935. The Engineer advised that the Commission awarded the contract for this job to a partnership composed of J.F.Johnston, J.R.Hanson and T.P.Johnston, which submitted the low bid therefor; however, subsequent to the award, this firm reconsidered its bid and is now of the opinion that it would lose money by taking the job at the price quoted, and has asked to be relieved of its obligation. He recommended, in view of the circumstances, that Johnston, Hanson and Johnston be declared in default and that the bid deposit submitted by them with their proposal be cashed and credited to the state highway fund. He also recommended that the contract be reawarded to the second low bidder, Parker-Schram Company, at their bid price of $43,724.50, inasmuch as this is a satisfactory bid and the Bureau of Public Roads has approved the award to this company. After due consideration of this matter the Commission approved the Engineer's recommendations and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the Highway Commission called for and received bids on the eighth day of October, 1935, for the construction of 2.62 miles of highway roadbed on Units 1 and 5 of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County; and

WHEREAS, a copartnership consisting of J. F. Johnston, J. R. Hanson and T. P. Johnston, along with other bidders, submitted a bid and proposal for the performance of said work; and

WHEREAS, after due consideration it was the judgment and decision of the Commission that the bid of the said copartnership was the lowest and best bid, and, therefore, said bid was accepted and the contract for said work awarded to said bidders; and

WHEREAS, thereafter, in due time, the formal written contract was prepared and the formal written bond likewise prepared and copies of the same delivered to the said bidders for their execution as to the contract and for their signatures on the bond, together with the signature of their surety; and





WHEREAS, more than ten days have elapsed since said contract and bond in quadruplicate was delivered to the said bidders for execution, but said bidders have defaulted and failed to execute the said contract or bond and have failed to have the said bond executed by a surety as required by the provisions of said bid proposal, and said bidders are now in default; and

WHEREAS, in connection with the bid submitted by the said bidders there was submitted along with the said bid, as required by the notice and call for bids, a certified check in the sum of $2,000 (which is $71.10 in excess of 5% of said bid), the conditions upon which said check was submitted being that, in the event the bid of the said bidders was accepted and the contract awarded to them, they would execute the contract and bond as required, and, in the event they failed and defaulted in so doing, the said certified check should be forfeited to the State;

NOW, THEREFORE, be it and it hereby is resolved by the State Highway Commission, all members being present and affirmatively participating, as follows:

That the said copartnership, consisting of J.F.Johnston, J.R.Hanson and T.P.Johnston, whose bid was adjudged the lowest and best bid for the work specified above, and which bid was accepted and the contract for the work covered thereby was awarded to said copartnership, but which contract they refused to execute, and have refused to execute and furnish the bond required in said call for bids, and are therefore in default and have notified the Highway Commission in writing that they have elected to forfeit their bond, and have and do refuse to execute said contract or bond, be and they hereby are declared in default, and it is hereby adjudged and ordered by the Commission that the certified check in the sum of $2,000 deposited by the said bidders with their bid, be and the same hereby is declared forfeited and the State Highway Engineer is hereby directed to cash said check and of said amount deposit $1928.90 with the State Treasurer to the credit of the state highway fund, and remit to said bidders the sum of $71.10 as the excess over 5% of the amount of the said bid; and

Be it further ordered that the bid of the Parker-Schram Company in the sum of $43,724.50 be and the said bid hereby is accepted and the contract for the construction of the said 2.62 miles of grading of units 1 and 5 of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County hereby is awarded to the said bidders, the Parker-Schram Company, and the Attorney hereby is instructed to prepare and deliver to the said Parker-Schram Company the formal agreement and form of surety bond for execution.

At this juncture Mr. J. R. Hanson, representing the partnership of Johnston, Hanson & Johnston, came before the Commission and requested the release of their bid deposit check. Chairman Cabell advised him that the Commission could not do this because it is contrary to its established policy and the terms and conditions of the proposal agreement; furthermore, abandonment of this job by Johnston, Hanson & Johnston is costing the state considerably more money because it is now necessary to award the contract to the second low bidder, whose bid is several thousand dollars higher. He informed Mr. Hanson, however, that the Commission has decided to return to his firm the difference between the amount of the certified check and the 5% actually demanded by the Commission as a bid deposit, and that a check for this difference, amounting to $71.10, will be sent to them within a few days.

At 5:00 o'clock p.m. Chairman Cabell announced the following awards of contracts for which bids were opened at the morning session and the reawarding of the contract for the construction of the Redmond-Bend project, bids for which were opened on October 8, all of these awards having been previously approved by the Commission by unanimous vote:

"Gales-Tunnel Section of the Old Oregon Trail in Baker County. 3.43 miles of grading. The low bid submitted for this project is that of McNutt Bros., Eugene, at $101,898.50. The next low bid is that submitted by Tony Marrazzo, Spokane, at $120,522.50. There are fifteen higher bidders. The Commission awards this contract to the low bidder, McNutt Bros., at their bid of $101,898.50.

"Construction of four bridges over Burnt River and one culvert over Chicken Creek on the Old Oregon Trail, near Weatherby, in Baker County. The low bid for this project is that submitted by Oregon Contracting Company & Theo. Arenz, Portland, at $55,793.75. The next low bid submitted is that of Max J. Kuney Co., Spokane, at $57,719.50. There are six higher bidders. The Commission awards this contract to the low bidder, Oregon Contracting Company & Theo. Arenz, at their bid price of $55,793.75.

"Turkey Hill Section of the Pacific Highway in Douglas County. 1.68 miles grading and paving. The low bid submitted for this project is that of Jacobsen-Jensen Company, Portland, at $119,296. The next low bid is that of Oregon Contracting Company & Theo. Arenz, Portland, at $123,940.50. There are six higher bidders. The Commission awards this contract to the low bidder, Jacobsen-Jensen Company, at their bid of $119,296.00.

"Branson Creek-Rock Creek Section of the John Day Highway, in Grant County. 11.05 miles resurfacing and oil mat surface treatment. The low bid submitted is that of Edlefsen-Weygandt Company & E. Hefty. Portland, at $42,521.00. The next low bid is that of Oregon Contracting Company & Theo. Arenz, Portland, at $43,723.00. There are six higher bidders. The Commission refers all bids received for this project to the Engineer with power to award to the low bidder, Edlefsen-Weygandt Company & E. Hefty when right of way negotiations have been completed.



"Valade Ranch-Stewart Bridge Section of the John Day Highway in Grant County. 7.85 miles regrading, surfacing and oil mat surface treatment. The low bid submitted for this is that of J. C. Compton, Saxton & Looney and B. C. Dillard, Portland, at $85,843.50. The next low bid is the joint bid of Oregon Contracting Company & Theo. Arenz, Portland, at $85,885.00. There are five higher bidders. The low bidder conditioned his bid by stating that he would not accept the contract unless he was awarded also the contract for the construction of the Branson Creek-Rock Creek project in Grant County and the Service Creek-Spray project in Wheeler County. Inasmuch as this bidder has not been awarded the other contracts, the Commission has awarded this contract to the second low bidder, Oregon Contracting Company & Theo. Arenz, at their bid price of $85,885.00.

"Ashland-Jenny Creek Rock Production Project on the Green Springs Highway in Jackson County. The low bid submitted for this project is that of A. S. Wallace, Roseburg, at $15,265.00. The next low bid is that submitted by A.A.Hardesty, Portland, at $16,905.00. There are two higher bidders. The Commission awards this contract to the low bidder, A. S. Wallace, at his bid of $15,265.00.

"Agency Section of the Warm Springs Highway in Jefferson County. 2.07 miles grading. The low bid submitted for this project is that of M. L. O'Neil & Son, Eugene, at $41,779.99. The next low bid is that of Berke Bros., Inc., Portland, at $42,036.00. There are five higher bidders. The Commission has referred all bids on this project to the Engineer with power to award to the low bidder when right of way has been acquired.

"Paisley-Chewaucan Narrows Section of the Fremont Highway in Lake County. 1.23 miles grading, 14.6 miles grade widening, 15.8 miles gravel surfacing and 16.0 miles road mix surfacing. The low bid for this project is that submitted by Babler Bros., Portland, at $107,952.00. The next low bid is that of A. Milne, Portland, at $110,978.50. There are three higher bidders. The Commission awards this contract to Babler Bros. at their low bid of $107,952.00.

"Grade Creek-Storm Creek Section of the Santiam Highway in Linn County. 1.15 miles grading. The low bid submitted for this project is that of Myers & Goulter, Seattle, at $108,165. The next low bid submitted is that of J. A. Lyons, Portland, at $108,685.00. There are four higher bidders. The Commission has awarded this contract to the low bidder, Myers & Goulter, at their bid of $108,165.00.

"Construction of a concrete bridge over Soda Fork of the Santiam River, approximately 11 miles east of Cascadia, on the

Santiam Highway, in Linn County. The low bid submitted for this project is that of Averill & Corbin, Portland, at $15,557.50. The next low bid is that of E. W. & W. F. Philpott, Portland, at $15,885.00. There is one higher bidder. The Commission awards this contract to Averill & Corbin at their low bid of $15,557.50.

"Construction of underpass under the O.W.R.& N.Company's tracks and 0.49 mile of grading and paving on 122d Avenue (Buckley Road), Portland, Multnomah County. The low bid for this project is that submitted by Edlefsen-Weygandt Co., Portland, at $64,849.50, based on the use of tar. The next low bid is that of Oregon Contracting Company & Theo. Arenz, Portland, at $66,477.00, based on road oil, and $66,547.00, based on tar. There are ten higher bidders. The Commission has referred all bids for this project to the Engineer to award to the low bidder when certain conditions have been fulfilled.

"Construction of concrete bridge over Spanish Hollow Creek and O.W.R.& N.Co. tracks and 0.46 mile grading, surfacing and bituminous macadam on the Columbia River Highway in Sherman County. The low bid is that submitted by Joplin & Eldon, Portland, at $64,884.50. The next low bid is that submitted by Orino, Birkemeier & Saremal, Bonneville, at $70,382.50. There are seven higher bidders. The Commission awards this contract to Joplin & Eldon at their low bid of $64,884.50.

"Pendleton Hill Section of the Old Oregon Trail in Umatilla County. 4.3 miles grading. The low bid submitted for this project is that of James Crick, Spokane, at $123,244.00. The next low bid is that of McNutt Bros., Eugene, at $124,849.50. There are twenty higher bidders. The Commission has referred all bids for this project to the Engineer with power to award to the low bidder when the right of way has been acquired.

"Construction of a concrete bridge over Rock Creek and a concrete bridge over Wallowa River on the Wallowa Lake Highway in Wallowa County. The low bid submitted for this job is that of Schmitt Construction Company, Portland, at $37,891.00. The only other bid submitted is that of Kuckenberg-Wittman Company, Portland, at $37,985.50. Neither of these bids is acceptable to the Commission, which has rejected both of them and has ordered the project readvertised.

"Big Eddy Overcrossing Section of the Columbia River Highway in Wasco County. Bridge over O.W.R.& N.Co. tracks and grading and surfacing 1.19 miles of highway. The low bid submitted for this project is that of Parker-Schram Company, Portland, at $142,371.00. The next low bid is that of Colonial Construction Company, Spokane, at $145,173.00. There are six higher bidders. The Commission awards this contract to Parker-Schram Company at their low bid of $142,371.00.





"Service Creek-Spray Section of the John Day Highway in Wheeler County. 7.92 miles of crushed gravel surfacing on Service Creek-Burton Canyon Unit and 4.49 miles regrading, surfacing and oil mat surfacing on the Burton Canyon-Spray Unit. The low bid submitted for this project is that of Edlefsen-Weygandt Company & E. Hefty, Portland, at $86,460.00. The next low bid is that of J.C.Compton, Saxton & Looney and F.C.Dillard, Portland, at $93,819.50. There are three higher bidders. The Commission awards this contract to the low bidder, Edlefsen-Weygandt Company & E. Hefty, at their bid of $86,460.00.

"Sale of tugboat 'Vega', located at Enegren Ferry on the Coos River Secondary Highway in Coos County. The Commission received three bids for the purchase of this boat, as follows:

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| Wittick & Sjogren, Marshfield | $710.00 |
| J. W. & J. R. Hillstrom, Marshfield | 555.00 |
| Wm. Greenberg, Portland | 138.83 |

The Commission has accepted the offer of the high bidder, Wittick & Sjogren, at $710.00 and has sold the boat to them.

"Sale of Maxwell buildings on the Junction City-Eugene Secondary Highway, about 3 miles northwest of Eugene, Lane County. The Commission received only 1 bid for the purchase of these buildings, which was submitted by H. C. Rice of Eugene, at $40.00. The Commission has rejected this bid.

"Sale of property and buildings adjacent to the Pacific Highway in the town of Aurora. The Commission received only one bid for the purchase of this property and buildings, which was submitted by Mrs. Elizabeth Grazer of Aurora, at $75.00. The Commission rejects this offer.

"Units No. 1 and No. 5, Redmond-Bend Section of The Dalles-California Highway in Deschutes County. 2.62 miles of grading. Bids for this project were received by the Commission on October 8 and the Commission at that time awarded the contract to the low bidder, Johnston, Hanson & Johnston, Birkenfeld, at their bid price of $38,578.00, which contractor has elected to abandon this project; wherefore, the Commission has reawarded it to the second low bidder, Parker-Schram Company, Portland, at their bid price of $43,724.50 and is declaring the bid deposit of Johnston, Hanson & Johnston forfeited to the state."

The Commission adjourned at 5:45 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning in the Benson Hotel.

At 8:00 p. m. the Commission conferred with Mr. William von der Hellen, Medford, and his attorney, Mr. Tom Holman, Seattle, in regard to Mr. von der Hellen's claim for additional compensation arising out of his contract

with the Commission for the construction of the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, State Highway Contract No. 1502. Representing the Commission at this conference were Chairman Cabell, Commissioners Aldrich and TouVelle; J. M. Devers, Attorney; H. B. Glaisyer, Secretary; and Mabel Currie, stenographer. A record of the meeting is attached to the correspondence file on this subject.

Portland, Oregon, November 8, 1935.

The State Highway Commission reconvened at 9:00 o'clock a. m. in Room 1207 in the Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. TouVelle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Engineer reported that, in connection with the proposed grade separation project at the north city limits of Salem, it is necessary to divert railroad traffic around the improvement, which will require the construction of a "shoofly" on private properby adjacent to the highway right of way, because there is not sufficient room on the highway right of way for such purpose. He requested authority to acquire a 10' strip of land paralleling the railroad, for the benefit of the railroad company, and estimated that such strip could be acquired for approximately $3,000, which amount, he said, is considerably less than the extra amount that it would cost the state to build this grade separation structure without diverting railroad traffic. He gave as his thought that a portion of this strip could be acquired by lease; also, that when the project is completed some of the property could be sold, which would eventually reduce the actual amount expended for such purpose. After some discussion the Commission approved the Engineer's request and authorized him to acquire such 10' strip in accordance therewith.

Mr. Philip S. Carrell, attorney for the Associated Indemnity Corporation, surety on the bond furnished by Haskin & Brooks Construction Company in connection with their Bolon Island grading contract in Douglas County, came before the Commission at this time and inquired whether or not the Commission would consider a cash settlement to close up this project, whereby the surety company would pay to the state the amount of the difference between the value of the work to be completed by Haskin & Brooks, as determined by their bid prices, and the value of the same work figured on the basis of the prices contained in the adjoining E. C. Hall contract.

The Engineer advised that he did not believe that this could be done because of legal factors involved and that, in any event, the Bureau of Public Roads would have to be consulted in regard thereto because this contract is being financed with federal funds. After considerable discussion the Engineer suggested that further consideration of this matter be deferred pending a joint conference on the ground with an engineer of the Bureau of Public Roads, an engineer of the State Highway Department, a representative





of the Associated Indemnity Corporation, and Contractor E. C. Hall, to determine exactly what is required to be done to complete the Haskin & Brooks contract to the satisfaction of all parties concerned, with the idea in mind that this work would be completed by Mr. Hall under a subcontract with Haskin & Brooks. He also suggested that if nothing should come of this conference, then perhaps the state should negotiate with Mr. Hall to complete the work as a subcontract.

The Engineer's suggestions were approved by the Commission and Mr. Carrell subject to concurrence by W. H. Lynch, District Engineer, Bureau of Public Roads. The Engineer agreed to have the Haskin & Brooks grading work recross-sectioned in the meantime so that this information would be available at the conference. The discussion of this matter was continued during the afternoon session when Mr. Carrell reappeared before the Commission, at which time the Engineer reported receipt of information from the resident engineer in charge of the Haskin & Brooks contract to the effect that Haskin & Brooks closed down their work at noon this day with outstanding bills for labor amounting to $700.00. He also told Mr. Carrell that he had been unable to get in touch with Mr. Lynch so could not give him a definite answer to his inquiry as to whether or not the state could close up this contract for a cash settlement. Tom Davis, Senior Highway Engineer, representing Mr. Lynch, said that he did not believe that Mr. Lynch would approve such cash settlement and that he probably would require that the job be completed, either by Haskin & Brooks or by subcontract.

The State Highway Engineer then recommended that the surety company be notified to take over this contract and that he be authorized to make other arrangements to complete the job in the event that the surety company fails to do it. The Commission approved the Engineer's recommendation by unanimous vote.

Mr. Carrell then inquired how much time the Commission would allow the surety to complete this work in the event they elected to take over the job. In reply, the Commission confirmed the action taken on the previous day, which was to the effect that the time limit would be extended to January 1, 1936.

Mr. Jack Latourette was present and conferred with the Commission in regard to the Oregon City project. He gave as his thought that there is a solution to this problem and suggested that the Commission might reconsider the matter if right of way costs could be reduced. He pointed out that the most costly right of way is that at the south end of the project where the present highway crosses the Southern Pacific railroad and that which involves the acquisition of the property now occupied by the Oregon City Laundry on the north side of Fifth Street near Water Street. It was his thought that the cost of these properties could be materially reduced if the Commission could introduce sharper curvature in the alignment at these locations, especially at the laundry, which would then not have to move its heavy equipment to accommodate the highway improvement. He urged the Commission to give immediate consideration to this proposition while the people of Oregon City are in the mood for this improvement and suggested that it might be better for the city to have its own appraiser contact the property owners and secure six-month options.

After some discussion the Commission instructed the Engineer to work up new plans and estimates for this project between Sixth Street and the Oregon City Laundry, using a sharper curvature at Fifth and Water Streets, which will necessitate taking only about twelve or fifteen feet off the front of the laundry and will not interfere with the machinery part of the building, and providing for rights of way both 60' and 80' wide between Water Street and Main Street, and for two, three, and four lanes of traffic south of Main St., with a sharper curve at the Southern Pacific undercrossing.

The County Court of Wasco County, composed of County Judge F. L. Phipps and County Commissioners Angus H. McLeod and Mace Fulton, and County Engineer Christ Fauerso, came before the Commission in regard to programming federal money which the Commission has allocated to Wasco County for the construction of county roads. They gave as their understanding that the Commission has appropriated $15,000 for oiling the cutoff road extending from The Dalles to Boyd and they asked that this money be reallocated to the following projects, which they consider of more importance to the county:

Oiling on Three Mile Road between Three Mile and Pleasant Ridge, a distance of 3 miles;
Oiling on Steele Road which extends from Three Mile Road in a southwesterly direction a distance of about one-half mile;
Oiling Dry Hollow Road extending from Three Mile Road in a southwesterly direction a distance of about one-half mile.

Mr. Fauerso stated that these roads lead into the Wasco County fruit district and carry very heavy traffic and are badly in need of resurfacing and oiling, whereas The Dalles-Boyd Road carries very little traffic and is not in immediate need of improvement.

Chairman Cabell pointed out that the Commission has already promised to improve The Dalles-Boyd Road and the approved program has already been sent to the government authorities, wherefore it is now too late to make any change, but the Commission will endeavor to find some additional funds to fix up these other roads. The Engineer advised that it might be possible to finance these other improvements and recommended that they be included in the program. He estimated that the improvements would cost about $6,000 or $7,000. The Commission thereupon approved the projects for the current program, to be financed with federal moneys that are to be expended for county road construction.

County Judge Phipps stated that Wasco County would furnish the rock for these improvements. The Commission accepted the county's offer and instructed the Engineer to have an agreement prepared between the county and the state covering the matter, which agreement shall provide that the county shall furnish and stockpile, in certain locations to be specified by the Highway Department's Engineer, the proper quantity of rock in quality and size to meet the state's specifications. It was understood that rock needed for The Dalles-Boyd Road would be furnished by the contractor under the state contract.

Mr. A. G. Johnson, District Manager, Oregon State Employment Service, was present at the request of the Commission for a discussion of matters





pertaining to the furnishing of labor in connection with highway contracts. The State Highway Engineer explained that certain contractors are encountering difficulties in securing competent labor from relief rolls and inquired whether or not it is possible to secure authority from the Government to release such contractor from this requirement in the event that satisfactory relief labor is not available. He particularly referred to a letter from Mr. Wm. C.Schmitt, sub-contractor under the Mt. States Construction Company, contractors for the construction of the Smith River Bridge on the Oregon Coast Highway at Reedsport, who complains that they are not able to secure from the relief rolls men who can operate pile-driving equipment, and to a letter from J. A. Lyons, contractor for the construction of the Nigger Flat Section of the Central Oregon Highway in Harney County, who states that he has encountered similar difficulties in connection with his job, both of whom request relief from this requirement.

Mr. Johnson stated that if satisfactory labor cannot be supplied from the relief rolls, then his office would approve the contractor's obtaining labor from other sources, but a thorough investigation should be made before the contractor is permitted to do that and before he is notified of the waiver of the requirement; however, it will be necessary to secure the approval of the Bureau of Public Roads to such procedure so that the state can receive proper credit for the men so employed.

The Engineer inquired what procedure is necessary in order to secure credit for labor obtained from sources other than the relief rolls. He was informed by Mr. Lynch, District Engineer, Bureau of Public Roads, that he would approve all labor taken from such other sources if the Commission would furnish him with a letter from the Reemployment Service stating that labor cannot be supplied from the relief lists. It was brought out in the further discussion of the matter that there is a possibility that some of the contractors will consider that their labor difficulties are more severe than they actually are and might request relief from the requirements when they are not actually in need of such relief. In order to avoid any misunderstandings, he suggested and recommended the employment of a special engineer to investigate contractors' labor complaints and to act as a liaison officer between the National Reemployment Service, the State Highway Department, and the various contractors; the duties of whom it shall be to make frequent inspections of the various jobs to ascertain whether or not the contractors are receiving sufficient men from the relief rolls and to aid in augmenting the supply of labor from other districts in cases where local relief help is not available; also to assist in clarifying questions that arise concerning pay rolls and other labor requirements. The Commission approved the Engineer's recommendation unanimously.

In regard to the complaints of Mr. Schmitt and Mr. Lyons, the Commission authorized the Engineer to do what is necessary, in his estimation, to exempt the contractors from strict compliance with the labor provisions of their respective contracts if investigation reveals that their complaints are justified, and to direct letters to the Bureau of Public Roads requesting credit for all labor secured by these contractors from sources other than relief lists.

The County Court of Clackamas County, consisting of County Judge W. O. Vaughn and County Commissioners B. Schoenburg and Arthur H. Borland, and

County Engineer D. J. Sage, came before the Commission and discussed the proposed agreement between the county and the state covering the county road oiling projects which the Commission proposes to include in its current program for federal funds, particularly that portion which provides that the county shall furnish the required rock in stock piles in locations approved by the state. They advised that they propose to obtain their gravel from a bar in the Clackamas River and that they find that this material contains a surplus of sand which must be screened out before crushing in order to meet the state's specifications. They asked the Commission to change the specifications so as to relieve them of this extra work inasmuch as the county does not have the screening equipment and does not care to spend its money for such purpose.

The State Highway Engineer stated that the specification contained in the agreement is a requirement of the Bureau of Public Roads and could not be changed without the Bureau's approval. He inquired of Tom Davis, Senior Highway Engineer of the Bureau, who was present, whether or not the Bureau would approve the crushing of these materials without preliminary screening. Mr. Davis stated that he has no authority to answer this question but the proposition did not look good to him. He pointed out that the specifications call for material of a certain size to be manufactured from material twice the size of the finished product. He added that he would ascertain and advise the Commission within the next few days whether or not the Bureau of Public Roads would consent to the modification of the specifications in this regard. The Commission thereupon signed the agreement covering the entire matter, five copies of which were delivered to the County Court for execution as soon as definite information has been received from the Bureau of Public Roads in regard to change in the specifications.

The Engineer reported the receipt of a telephone message from Robert W. Sawyer, Bend, on behalf of the Skyline Club of that city, requesting the use of one of the Highway Department s MacMillan scrapers for use in connection with a recreational site development east of Bend. It appears that the U. S. Forest Service is doing some construction work in this recreational area and is in need of a MacMillan scraper but is not permitted under the government rules and regulations to rent such equipment from another governmental agency, wherefore it is asking for the use of the state's scraper through the Bend Skyline Club, which has guaranteed the payment of the rental charges. He recommended that the request be granted. The Commission approved the Engineer's recommendation and authorized him to rent this scraper to the Skyline Club at the customary rate.

The Commission adjourned at 12:20 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in Room 1207, Benson Hotel, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

The County Court of Washington County, represented by Judge Donald T. Templeton, County Commissioner H. B. Kerkman, and County Engineer J. W.





Barney, was present in regard to the improvement of the county road known as the Gales Creek Road. The State Highway Engineer pointed out that when the Wolf Creek Highway is completed between Sunset Camp and the Oregon Coast Highway junction, and the Wilson River Highway is completed, practically all the traffic that will use these roads will have to be routed over the Gales Creek county road until such time as the Wolf Creek Highway is constructed between Sunset Camp and Portland. He predicted a heavy flow of traffic over these highways and inquired if Washington County can and will cooperate with the state in improving the Gales Creek Road to carry this increased traffic. He advised that, inasmuch as this road is not a state highway, the State Highway Commission cannot spend state funds to finance this improvement; wherefore, it would be up to the county to pay any extra costs, including that necessary to purchase needed right of way over and above the amount of federal funds which have been allocated thereto. Judge Templeton stated that the county is short of funds. He doubted if they could raise enough money to buy the right of way. The Engineer then advised that the Commission is now considering for its current program the reconstruction of a 10-mile section of this road between Forest Grove and Balm Grove, where it connects with the Wilson River Highway location; and, in order to build on permanent alignment, additional right of way must be acquired at three locations; namely, at the Gales Creek school house; at the hop yard a short distance south of Gales City; and in the town of Gales City, where it is proposed to reroute the highway back of the present store buildings in order to eliminate the right-angled turn at that point. He said that federal funds are available to grade, surface, and oil this section, provided the county will acquire the right of way, and urged favorable consideration by the county court in regard thereto, so as to insure the improvement.

Chairman Cabell advised that if the county cannot buy this right of way the Commission will be forced to drop the project because state funds can not be used for purchasing right of way for county roads. After considerable discussion the county court agreed to make an attempt to secure this right of way if the state will furnish right of way descriptions and will set the right of way stakes. The Engineer agreed to have the descriptions prepared and the right of way stakes set at once. Chairman Cabell then inquired whether or not the county could obtain additional right of way for the improvement of this road between Balm Grove and Timber. He advised that the Commission has in mind to continue the improvement of this road in the event that additional moneys are secured from the federal government, provided right of way is furnished by the county. Judge Templeton said that he believed the county could acquire this right of way without difficulty.

Mr. Fred Feikert, Assistant Division Engineer, Southern Pacific Company, was present and discussed with the Commission matters pertaining to the maintenance of the proposed undercrossing on the Pacific Highway at the north city limits of Salem. The State Highway Engineer explained that it is highly desirable to place this project under construction at the earliest possible time, but it appears that satisfactory arrangements for the maintenance of the structure cannot be made with the Southern Pacific Company, which demands certain things that are contrary to the established policy of the Commission, and his reason for bringing the matter before the Commission at this time is to

ascertain just how far the Commission wishes to go with the maintenance of this structure. He further advised that the railroad company officials take the stand that this structure is essentially a highway structure and are reluctant to involve the railroad company in any arrangements for maintaining it. After a lengthy discussion of this matter, it was mutually agreed that the following arrangement for the division of the cost of maintaining this underpass should be presented to the Southern Pacific authorities in San Francisco with the recommendations of the Commission and Mr. Feikert:

1. That the railroad company will maintain that portion of the highway and pedestrian subway structures which supports the tracks and railroad equipment operating thereover; namely, the track ballast, concrete roadbed trough, structural steel, and supporting foundations, and in addition thereto will maintain all structural steel and deck of tunnel, including concrete guard fence thereon.

2. The state will maintain the balance of the structure and all roadway and sidewalk surfaces, all drainage, lighting, ventilation, and sanitation, and will perform such maintenance on the entire structure for the upkeep of appearance as may be required in accordance with highway standards; and in addition the state will do any waterproofing required and will maintain said waterproofing on such portion of the deck of the tunnel outside of the concrete trough as may be necessary to prevent damage or inconvenience to its roadway travel.

The Engineer reported the cost to construct the Dairy-Bonanza Highway in Klamath County, as recently requested by people of that district. He said that it would cost about $120,000 to regrade, resurface, and oil this road, which is 6.74 miles in length, and to construct the grading and surfacing only would cost about $63,000. The Commission admitted its responsibility to maintain this road; however, expressed regrets that funds are not available to undertake the improvement as a whole at this time. It was agreed, however, that the worst places should be repaired at once in order to maintain travel, and accordingly the Engineer was instructed to work up a job costing $20,000 or $25,000 with that in mind, which project should include the stockpiling of materials for future maintenance operations.

The Engineer brought up for discussion the matter of construction of the Fossil-Clarno Section of the Fossil-Antelope Secondary State Highway, as was previously requested by the Wheeler County Court on August 14. He recalled that the Commission allocated $8000 of federal moneys for this project, to be used in conjunction with $4000 of county money, and that the county court demanded that 60% of the labor be taken from Wheeler County relief rolls. However, it now develops that the project will cost about double the amount previously estimated and that it will not be possible to specify 60% relief labor from Wheeler County because the county does not have sufficient relief labor listed. He inquired whether or not he should proceed with the project under the circumstances. After some discussion the Commission decided that it would be advisable to go ahead with this project as far as possible with the funds available, based on $4000 county money and $8000 federal money, with the





idea in mind that if additional government money becomes available later, a portion of it will be allocated to complete the project. The Secretary was instructed to convey this information to the Wheeler County Court and also to inform the court that it may not be possible for the Commission to meet the county's demands in regard to labor, but the Commission will do the best that it can under the circumstances.

The Engineer reported the salient features contained in the monthly report of Harold B. Say, Travel and Information Department, regarding his activities, particularly mentioning the fact that the advisory committee appointed by the Commission held its first meeting in the Benson Hotel, Portland, on November 2, at which time it adopted tentatively a set of basic policy recommendations, which will be finally acted on at a meeting to be held early in December and then will be submitted to the Commission for approval. The Commission approved the report. The Commission approved and ordered paid the expense accounts of the several members of this advisory committee who attended the meeting on November 2.

The Commission had under consideration a list of grade crossing elimination projects proposed by Mr. A. J. Witchel, Assistant Superintendent and Secretary of the S.P. & S. Company, for the Commission's approval. The Engineer advised that what Mr. Witchel wants is additional money allocated to his company and that he has intimated that he would be satisfied with an additional allocation of $100,000. He suggested, that, inasmuch as Mr. Witchel's company has not received its full share of the grade elimination money in accordance with the apportionment specified by the Government, it might be possible and advisable to allocate additional funds from savings that accrue in contracting work under this program, and he suggested the following projects as being appropriate:

1. Third Street crossing of the Oregon Trunk Railway in Bend; estimated to cost $79,000.00

2. Some crossing of the Oregon Electric Railway in Washington County; estimated to cost approximately $40,000

After some discussion the Commission approved the Engineer's suggestion and authorized him to make surveys and prepare plans for both projects.

The Secretary submitted a report from Mr. A. W. Orton, covering his activities during the month of October in collecting moneys due the state from fines for traffic violations, which moneys have not been remitted by the officers of the counties, as required by statute. The report showed that fines in the amount of $2,229.55 have been collected but have not been turned over to the state, and that of this amount $583.43 has been remitted to the State Treasurer as the result of Mr. Orton's investigation work. The Commission approved the report but ordered that Mr. Orton be taken off the payroll when it appears that his work does not justify the expense of collection.

The Engineer reported the status of hearings before the Public Utilities Commissioner concerning the railroad grade elimination projects contained in the Commission's grade elimination program. The Commission took no action thereon.

The Engineer also reported the progress being made on the survey for the proposed Champoeg Memorial Highway which extends from Champoeg Park easterly to a connection with the Beaverton-Aurora Secondary Highway, a distance of approximately 8 miles. He said that indications are that the survey will be completed the last of this month; also that considerable study is being given to the location, to have it in keeping with the idea of a memorial highway leading to Champoeg, and for that reason the highway is being located as near the bank of the Willamette River as possible and practicable in order to develop the scenic views along the river. The Commission approved the Engineer's report.

In this connection the Commission instructed the Engineer to have the Landscape Engineer contact Senator Milton A. Miller, Portland, in regard to landscaping the borders of this road when the survey is completed.

A letter was presented from Mr. H. L. Young, San Francisco, requesting permission to conduct mining operations on the ocean beach area near Gold Beach, in Curry County, and to construct across state lands at this location a certain cable to be used in connection with such operations. The Commission denied the request.

The Engineer reported the status of surveys and the preparation of plans for projects included in the current program for county road construction. The Commission approved the report and ordered it filed in the department records.

A letter was presented from Mountain States Construction Company, contractors for the construction of the bridge over the Molalla River on the Pacific Highway near Canby, in Clackamas County, and for the construction of the bridge over Smith River, on the Oregon Coast Highway near Reedsport, in Douglas County, in which they advised that they are using more relief labor in connection with their Molalla bridge contract than is required by the terms of their contract, and requested credit for such overrun on their Smith River bridge contract where, they said, they are encountering difficulties in securing the required percentage of relief labor. The Commission denied the request on recommendation of the Engineer.

A letter was presented from Gilpin Construction Company and General Construction Company, Portland, contractors for the construction of the bridge over Yaquina Bay on the Oregon Coast Highway in Lincoln County, advising that they have received notice from the State Land Board that its order exempting the state from payment for sand and gravel taken from the beds of navigable streams has been rescinded and that hereafter the Land Board will expect payment for all such sand and gravel taken from such sources; also, in which they point out that their contract provides that they can take sand and gravel from state-owned lands and river beds royalty-free, and request





advice as to how the Commission wishes to handle the matter of payment of this royalty. The Engineer read the letter and suggested that the Commission meet with the State Land Board and point out to the Board that the contracts containing the royalty-free clause were entered into by the Commission and the contractors in good faith, and request relief from the payment of such royalty, at least in connection with contracts that are now under way. The Commission approved the Engineer's suggestion and instructed him to arrange for a meeting with the State Land Board to discuss this matter and to discuss at the same time with the State Board of Control, which is composed of the same members, the matter of right of way required for the Pendleton Hill Section of the Old Oregon Trail across the property at the Eastern Oregon State Hospital grounds in Pendleton.

The Commission considered a statement from the Secretary of State dated September 30, 1935, showing sales of motor vehicle fuels in Oregon during the period February 25, 1919, to September 30, 1935, together with the amount of tax paid thereon, and penalties, as provided by law. The Commission ordered the statement filed.

The Engineer reported that the agreement with the Winchester Bay Lumber Company, covering the matter of right of way for the south approach to the bridge over the Umpqua River at Reedsport, provides that the state shall construct a roadway 16 feet wide, without felloe guard or handrail, for the exclusive use of the mill company, to take the place of a similar roadway which is being destroyed by reason of highway construction at this place. Also, that the width and design of this proposed roadway were satisfactory to the mill company at the time the agreement was made. However, now the mill company, through its manager, Mr. Russell Hubbard, wants the width of the roadway, which is a timber trestle affair, increased to 20 feet, with a deck of 4 x 12 timbers instead of 3 x 12 timbers, which would cost the state $300 or more extra because it would require about 50% more timber than the roadway as originally planned. He recommended that the request be denied, but that Mr. Hubbard be informed if he wants the wider trestle he should make his own arrangements for the same with the state's contractor. The Commission approved the Engineer's recommendation.

In connection with this matter, the Attorney advised that he received oral information from the company officials in Portland today that this matter had just been brought to their attention and that they do not approve the action taken by Mr. Hubbard and will pay the extra cost involved in widening this proposed roadway.

A telegram was presented from F. E. Andrews, Senior Highway Engineer, Bureau of Public Roads, quoting a telegram that he received from their Washington, D. C., office, regarding the Commission's request for the elimination of a section of the Wilson River Highway and a section of the Wolf Creek Highway from the federal aid system in order to facilitate the construction of these sections by the city of Portland as a W.P.A. project, in which the Chief of the Bureau of Public Roads states his unwillingness to support such procedure because it would be an attempt to evade the terms of W.P.A. legislation and suggests that the only rational approach to this problem is to obtain a

clear-cut decision from the Comptroller as to whether W.P.A. funds may be expended on the federal aid system. The Commission took no action in this matter except to order that the contents of the telegram be brought to the attention of the officials of the city of Portland for their information.

The Commission had under consideration the matter of resurfacing the Malin-California Line Section of The Dalles-California Highway, which has been requested by the people of this district and which section was inspected by the Commission October 16. The Engineer estimated that a satisfactory surfacing job could be constructed at a cost of about $7,000. He recommended approval of the project and that the work be contracted in conjunction with the construction of the proposed county road extending southeast from Merrill to the California line at a place called Hatfield. The Commission approved the Engineer's recommendation and referred the matter to the Construction Engineer, H. G. Smith, to work up the details.

The Commission approved the payment of the claim of the Oregon Hydro-Electric Commission in the amount of $232.50 for a share of the expense of conducting an aerial photographic survey of a portion of Polk County, which cooperation was previously authorized by the Commission orally on September 18. In connection with this matter the Engineer advised that Mr. Lewis A. Stanley, Engineer for the Hydro-Electric Commission, has inquired whether or not the Highway Commission will cooperate in the cost of additional aerial surveys of other counties. He said that the information obtained from aerial pictures can be used to very good advantage in connection with highway locations and the expense is fully justified when location surveys are being made but he didn't believe that the Commission could make use of any more pictures at the present time. The Commission ordered that the Hydro-Electric Commission be so informed.

A letter was presented from Mr. A. O. Waha, Forest Supervisor, Mt. Hood National Forest, inquiring whether the Commission has any further use for an old building known as the Moran building, located adjacent to the old Columbia Highway in the Eagle Creek area, Multnomah County, and stating that if not, he would like to have it for use in connection with C.C.C.Camp activities in this vicinity. The Engineer recommended that the building be given to the Forest Service, provided they will remove it from the highway premises and will clean up the site. The Commission approved the Engineer's recommendation.

The Commission had under consideration a report from Resident Maintenance Engineer, Raymond Walsh, Eugene, that Mr. E. L. Dickson, proprietor of the Gold Star Auto Camp, Springfield, has cut down two madrona trees that were growing on the McKenzie Highway right of way in front of his property, near the junction of the McKenzie and Pacific Highways, notwithstanding the fact that he ordered Mr. Dickson not to destroy the trees and advised him that he would be violating certain laws and would be subject to prosecution in the event the Highway Commission desired to take action. The Attorney advised that he wrote Mr. Dickson about this matter and received a reply to the effect that the tree in question was not wholly on the highway right of way but was located exactly on the right of way line, about two-thirds of it being on his property and the balance on the highway; that he





removed the tree because it interfered with the construction of a building which he was then erecting. He inquired whether, under the circumstances, the Commission wished to prosecute Mr. Dickson. The Commission voted unanimously to take no action at this time.

The Engineer reported that the lighting facilities in the Highway Department's testing laboratory in the basement of the Agricultural Building are very poor and should be improved for the benefit of the employes. He estimated that it would cost about $300 to make necessary alterations and requested authority to make such expenditure. The Commission approved the Engineer's request by unanimous vote.

The Engineer reported that the maintenance department is badly in need of a supply of material to properly maintain the Hot Lake-Bidwell Hill Section of the Old Oregon Trail in Union County and requested authority to advertise for bids for the production of about 6000 cubic yards of crushed rock for such purpose, which he estimated would cost about $13,900.00. He also requested authority to advertise for bids for the furnishing of 13,000 cubic yards of crushed rock for the maintenance of the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, estimated to cost $23,600; and about 7,000 cubic yards of crushed rock for the maintenance of the Cairo-Nyssa Section of the Old Oregon Trail, and the Nyssa-Adrian Section of the Jordan Valley Secondary Highway in Malheur County, estimated to cost $15,200. The Commission approved the Engineer's request by unanimous vote.

The Commission had under discussion the matter of prohibiting the parking of automobiles in front of the store building located on the easterly side of the Pacific Highway at the north approach of the Willamette River bridge in West Linn, Clackamas County. The Engineer advised that the highway at this point is on a sharp curve and that when cars are permitted to be parked in front of this building, the view of approaching traffic is obstructed, creating a very hazardous condition at this busy intersection. He suggested that parking should be prohibited in front of the building except that a limited space be marked off for the exclusive use and benefit of the storekeeper. Chairman Cabell expressed his desire to view this location before passing on this matter, whereupon the Commission deferred action thereon until later.

The Commission had under consideration the matter of continuing its agreement with the National Hospital Association, covering group insurance for highway department employes. It was pointed out that the present agreement expires on December 31, 1935, but it contains provision that unless one party to the agreement notified the other at least thirty days before the expiration of the agreement that it desires to terminate the agreement at its expiration date, the agreement will continue in full force and effect for the succeeding calendar year, and the question now is whether or not the Commission wishes to terminate this agreement. The Engineer advised that he has received no complaints in regard to the present arrangements and the services of the National Hospital Association, and he recommended that the agreement be continued. He also recommended the continuance of the agreement with the Physicians and Surgeons Hospital Association of Salem, which is similar, and contains an identical clause in regard to the termination of the contract. The Commission approved the Engineer's recommendation unanimously.

The Commission considered and referred to Chairman Cabell for study a clause suggested by the Attorney to be incorporated in all contracts hereafter awarded involving government relief funds, notifying contractors that the funds out of which the Commission expects to pay for the work accomplished under the particular contract, are federal funds and not state funds and that such work is to be paid for solely and exclusively out of funds made available by the Federal Government for such purpose. The Attorney advised that, should the contract contain provisions and the Government impose conditions which might give occasion for claims for additional compensation; or, should the contractor ask payment for things which the Government rejected, the Commission would then have the opportunity for asking an application of the principles of law in the event the contractor sued the state. He also said that he is not certain that a court of equity would give the Commission full benefit of the principles of law to which he referred; nevertheless, in his opinion, the presence of this suggested clause in the Commission's contract would not harm the state, except that it might have a tendency to increase the amount of the bids. The Commission referred this matter to Chairman Cabell for study.

The Commission had under consideration the matter of attending the annual convention of the American Association of Highway Officials, which is to be held in Miami on December 9 - 12, inclusive. It was decided that all three members of the Commission and the Engineer should attend this meeting, provided that meets with the approval of Governor Martin. It was also decided to advance the date heretofore set for the Commission's next regular meeting from December 2 to November 30, so as to make it possible for the members to reach Miami on the opening day of the convention. The Secretary was instructed to make the usual arrangements to hold this meeting in the Auditorium of the Public Service Building, Portland, on that date.

There was before the Commission for approval the financial statement of the Consolidated Highway Company, Inc., which desires to bid on Oregon highway projects. The Engineer recommended approval of the statement so this company can submit bids for such work up to the full amount of their qualifications. The Commission approved the Engineer's recommendation uanimously.

The Commission had under consideration the claim of contractors Edlefsen and Weygandt for extra compensation arising out of their contract for the construction of the Newberg-Chehalem Creek Section of the West Side Pacific Highway in Yamhill County, Contract No. 1719, said claim being in the amount of $886.20, for hauling and placing water on a detour road to settle the dust pending oiling of this road by the state oiling crew. The Engineer advised that the contract with Edlefsen and Weygandt provided that highway department forces would oil this detour road at any time after May 1, 1935 that would suit the convenience of the Highway Department, and while this clause may protect the Commission against any legal obligation in connection with the sprinkling, it was his opinion that the contractor was actually required to maintain the road for a much longer time than he could have anticipated when he prepared his bid. He explained that the oiling work was delayed because of the desire and advisability to coordinate this work with other work in Washington County and for the further reason that there was some delay due to difficulties encountered in securing delivery of gravel needed for the





work; hence, it was June 4 before it was done. He estimated that the extra grading and sprinkling work done by the contractor cost about $582.72 and that the additional sprinkling and blading saved the state approximately $200 in the eventual maintenance of the detour, and that an additional saving of $130 accrued to the state by reason of the fact that the cost of the work done by the state oiling crew was that amount under the prices set forth in the contract. He recommended, in view of the circumstances, that the contractors' claim be denied but that they be credited, as a matter of adjustment, with the amount of the savings that have accrued to the state by reason of the delay of the state's oiling crew in completing the oiling work by May 15. In other words, that the contractors be paid the sum of $330 as settlement. After due consideration of this matter, the Commission approved the Engineer's recommendation by unanimous vote and authorized him to pay Edlefsen-Weygandt the sum of $330 as full settlement of their claim.

A letter was presented from Mr. B. S. Wakefield, Principal of Union High School District No. 5, Milwaukie, Oregon, requesting the erection of school crossing signs on the East Portland-Oregon City Highway right of way at Island Station, as a safeguard to the children who are obliged to cross the highway at this point in going to and from school. The Commission indicated its desire to keep the number of such school crossing signs at a minimum because it was thought that the traveling public would disregard them if they became too numerous. However, in this particular instance, in view of the fact that so many school children cross the highway at this particular point, the Commission considered it advisable to comply with Mr. Wakefield's request and accordingly instructed the Engineer to erect school crossing signs at this point and to paint crossing stripes on the pavement as an additional safeguard. The Commission also decided that hereafter all requests for school crossing signs shall be referred to the traffic engineer for investigation, with the understanding that he shall weed out all undesirable ones and shall recommend to the Commission only those that he considers fully justified.

A petition was presented from the School Board of School District No. 150, Lane County, requesting construction of a sidewalk along the state highway from the overhead crossing to the southern boundary of their school district, for the protection and benefit of school children who must walk along the highway going to and from school. The Commission referred this matter to the Engineer to investigate and ascertain just what the School Board has in mind, inasmuch as the description given in their petition is indefinite.

The Commission had under consideration a letter from the city of Carlton stating that the city contemplates reconstruction of its water pipe lines, which involves the cutting of about 700 feet of pavement between Main Street and Pine Street, on the route of the Tualatin Highway through their city; also, in which they ask the state to do the paving work required in connection with this improvement and to pay the cost thereof with state funds. The Attorney advised that the law authorizes cities to open up the pavement on city streets which are state highway routes, if that is necessary in connection with municipal improvements, but it also provides that the city must replace the pavement in satisfactory condition at its own cost and expense. The Commission thereupon denied the request and ordered that the city of Carlton be so informed.

The Engineer reported receipt of a request from the Deschutes Lumber Company and the Klamath County School District that the Willamette Highway, from its junction with The Dalles-California Highway to Little Deschutes River, a distance of 4.2 miles, be kept free from snow and open for travel during the coming winter. He said that during the past two years snow has been removed from this highway as far as possible by the use of a push snowplow but that it could not be kept entirely free from snow without the use of a rotary plow, which would cost about $200, or at the rate of about $50 per mile. He recommended against this expenditure because of the limited amount of traffic that this road carries. In view of the Engineer's report, the Commission declined to carry on more extensive snow removal operations on this road than has been done in the past and ordered that the Deschutes Lumber Company and the school district be so informed.

A resolution was presented from the Mid-Columbia Chamber of Commerce, W. G. Hufford, Secretary, Stevenson, Washington, recommending to the Commission the construction of a water grade and modern highway between The Dalles, Oregon, and Portland, Oregon. The Commission ordered the resolution filed in the department records.

The Secretary presented a resolution from the County Court of Jackson County, designating as a market road the following described county road in Jackson County and requesting the Commission to approve such designation as required by law: McAndrews Market Road No. 8: Beginning at the S.E. corner of D.L.C. No.40, in Section 19, T.37 S.,R.1 W.,W.M., said point being the intersection of McAndrews Road with the Medford-Crater Lake Highway; thence running west approximately 4600 feet to an intersection with the Pacific Highway.

The Engineer explained that the Commission's approval of this designation does not commit the state in any way but is perfunctory in nature, simply to satisfy the legal requirements. He recommended that the county's request be granted. The Commission thereupon approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration a request from Mr. Lester Butts, Pendleton, for permission to truck cordwood across state property located in the S.E.$\frac{1}{4}$ of the S.E.$\frac{1}{4}$ of Section 20, T.3 S., R.31 E., W.M., Umatilla County. It appears that Mr. Butts is having some wood cut on his property, which lies adjacent to state property, and, in order to reach the Pendleton-John Day Highway, over which he proposes to transport this wood to Pendleton, it is necessary for him to cross the state property for a distance of about 500 feet. The Engineer advised that, in his estimation, no harm would be done to the state property if Mr. Butts was granted the approval that he requests, provided he would clean up the debris caused by his operations, and he recommended that the request be granted. The Commission approved the Engineer's recommendation unanimously.

A letter was presented from J. S. Middleton, Attorney, Portland, in behalf of Charles N. Matthews and Edwin A. Matthews, proprietors of a grocery store located at the intersection of "23d Avenue and S. W.Pacific Highway",





Portland, requesting permission to maintain an overhead canopy or roof projection over the state highway in front of their store building. The Commission denied the request, it being contrary to its policy to permit encroachments of this kind upon or over state highway rights of way.

A letter was presented from Ray Conway, Manager of the Oregon State Motor Association, pointing out that, in conformance with a previous agreement between the State Highway Commission and the State Motor Association, directional signs have been placed on the county roads in Multnomah County, concerning which many complimentary remarks have been received, and inquiring whether or not the Commission would care to enter into a similar agreement for the erection of signs on county roads in other counties, on the same basis. The Engineer gave as his thought that this is a desirable proposition and should be continued if funds can be spared for the purpose. He recommended that the Commission renew at this time its agreement with the Motor Association for the signing of county roads in Clackamas and Washington Counties, which he estimated would cost the state about $2000. The Commission approved the Engineer's recommendation and instructed him to have the matter covered by agreement similar to the agreement covering the signing of county roads in Multnomah County and on the same basis of payment.

The Commission had under discussion a letter from Attorneys Collier, Collier & Bernard, Portland, in behalf of Mr. E. G. Gudhart, Eagle Creek, Oregon, from whom the Commission is acquiring property for right of way for the new Upper Columbia River Highway, stating that, because of Highway Department activities in the vicinity of Mr. Gudhart's property, a certain sewer pipe line has been broken and a condition exists there that is a menace and is dangerous to public health, and requesting the Commission to have this condition remedied. The Commission declined to assume any responsibility in this matter and ordered that Mr. Gudhart's attorneys be so advised.

A letter was presented from Mr. William H. McNeal, The Dalles, Acting Secretary of the Road Committee, Wasco County Granges, requesting a copy of the Commission's program for county road construction, which is to be financed with federal moneys. The Commission instructed the Secretary to send Mr. McNeal the desired information.

The Secretary presented a letter from Hon. Jas. W. Mott, Oregon representative in Congress, in which he asks the Commission not to approve any plan for the improvement of the Pacific Highway that will cut off Oregon City from the main route of this highway. The Commission ordered the communication filed in the department records.

The Commission had under discussion the matter of abandonment of the old Bertha-Beaverton Highway across the DeLashmutt property in Washington County, which highway has been reconstructed on new alignment. The Attorney recommended that the Commission retain ownership and possession of this old area for stock pile purposes and to give convenient access to the Commission's drainage channel, which crosses the area, without trespassing on private property. The Commission questioned the advisability of doing this because of the controversy with Miss DeLashmutt. After some discussion the matter was referred to the Engineer and Attorney for further study and recommendation.

The Commission had under consideration a letter from Mr. James L. Conley, Attorney, Portland, offering to sell to the state for park purposes a 145-acre tract of land located adjacent to the Pacific Highway between Oswego and Oregon City, in Clackamas County. The Commission referred this matter to the Parks Engineer for investigation and recommendation.

The Commission also had under consideration a letter from George W. Joseph, Jr., Attorney, Portland, on behalf of Mrs. James Ross, Corbett, Oregon, in which he advises that Mrs. Ross owns certain property located adjacent to the Columbia River Highway in the vicinity of Crown Point, Multnomah County, 14 acres of which he believes to be desirable for state park purposes, and offers to sell the same to the state for the sum of $5000.00. The Parks Engineer, who was present, stated that he has inspected this property and finds that most of it lies below the highway and would be of little value for park purposes. Furthermore, the price asked for the property is considerably too much, in view of the limited amount of funds that the Commission has for the acquisition of recreational areas. He recommended that the offer be declined. The Commission approved the Parks Engineer's recommendation unanimously and instructed him to so inform Mr. Joseph.

The Attorney reported the status of the acquisition of property known as Cape Falcon, located adjacent to Short Sand Beach State Park, in northern Tillamook County. He stated that the chief right of way buyer contacted the owner of this property, Mr. W. P. Sinnott, and endeavored to purchase the property for $5000.00, but Mr. Sinnott refused to consider such price and demands the sum of $15,000.00, which is slightly in excess of $100 per acre and, in his estimation, is entirely out of line with the true value of the property. The Parks Engineer stated that the Sinnott property is a very desirable addition to the present state park and, in his estimation, the Commission would be justified in paying $75 per acre for the land but $100 per acre is entirely too much. He pointed out that the Commission at a previous meeting authorized the Attorney to condemn the property if it could not be purchased for the sum of $5000, and it was his thought that that should be done. The State Highway Engineer gave as his thought that it would be useless to negotiate further with Mr. Sinnott and that the Commission should go ahead with the condemnation proceedings if it still wants the property. After some discussion the Commission refused to authorize the payment of more than $5000 for this property and instructed the attorney to institute condemnation proceedings to acquire it.

The Commission had under consideration a letter from H. W. Atwood, Portland, who desires to acquire for his personal use a portion of the old right of way of the Oregon Coast Highway in front of some lots that he owns at DeLake, Oregon. The Engineer advised that it would be of advantage to the state to retain possession of this strip of land and recommended that the request be denied. The Commission approved the Engineer's recommendation uanaimously.

The Commission had under consideration the matter of abandonment of a portion of the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County, and the abandonment of a portion of the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County,





11-8-35

which portions are no longer of any value for state highway purposes because these highways have been reconstructed on new alignment at these locations. The Engineer recommended that these portions be removed from the state highway system and be turned back to the respective counties to maintain or dispose of as they see fit. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolutions in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Dallas-Coast Secondary Highway No. 192 in Polk County; namely, the section known as the Buell-Salt Creek Section; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the permanent and completed highway a certain section or part thereof, which section or part is more specifically defined and described hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the Dallas-Coast Secondary Highway in Polk County the fragment or portion of right of way of the old highway hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land comprising a portion of the old right of way of the Dallas-Coast Secondary Highway in Polk County, which fragment of land is confined within the area hereinafter described, and which area has been eliminated from the newly located and constructed Dallas-Coast Secondary Highway in Polk County between Buell and Salt Creek, be and said discarded right of way and fragment of land hereby is abandoned as a part of the right of way of the said secondary highway, and said abandoned right of way or area, in so far as control or supervision of the same by this Commission is concerned, is left to revert to the adjoining or abutting property owners or to the control and supervision of the County Court of Polk County for highway or other public purposes as said County Court may determine. The limits of said abandoned portion of the right of way and the area thereof are described as follows, to wit:

A parcel of land lying in Section 6, Township 7 South, Range 5 West, Section 36, Township 6 South, Range 6 West and Section 1, Township 7 South, Range 6 West, W.M., Polk County, Oregon, and being all that

portion of the right of way northerly and southerly of the present acquired right of way of the relocated center line of said highway, being more particularly described as follows:

Beginning at a point opposite and southerly from engineer's center line station 403+00 of said relocated center line; thence in a southeasterly direction along the original constructed highway to a point opposite and northerly from said relocated center line at station 444+50.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of March 28, 1935. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using snd employing said newly located, constructed and dedicated section of said secondary state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Polk County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said secondary highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Polk County and beyond any responsibility or supervision by the State Highway Commission.

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WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated

* Map filed in Right of Way Abandonment and Retention File - No. 9.





hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved, and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and such fragment of right of way is, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Washington County, for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

A parcel of land lying in Section 21, Twp. 2 South, Range 1 West, W.M., Washington County, Oregon, and being all that portion of the right of way lying northwesterly of the present acquired right of way of the relocated center line of said highway, and being more particularly described as follows:

Beginning at a point opposite and northerly from engineer's center line station 283+00 of said relocated center line; said point being approximately 2.28 miles westerly of Tigard; thence in a southwesterly direction along the original constructed highway to a point opposite and northerly from said relocated center line at station 321+80.

In addition to the foregoing description of said abandoned right of way there is attached hereto a white print or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of September 14, 1935. *

* Map filed in Right of Way Abandonment and Retention File - No. 10.

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed, and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Clerk of Washington County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of the said West Side Pacific Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Washington County and beyond any responsibility or supervision by the State Highway Commission.

The Commission also had under consideration the matter of preserving for future public use a portion of the old West Side Pacific Highway at Onion Flat bridge, about 3 miles north of Tigard, in Washington County, which is not now being used for highway traffic because of the reconstruction of the highway on new alignment, at this location. The Engineer advised that it would be advantageous to the state to retain possession of this old right of way for a stock pile site and recommended that it be preserved for use of the State Highway Department. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate portions of the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there have been eliminated from the main travelled portion of said highway certain sections or fragments of land, one of which said sections or fragments of land is more specifically defined and described hereinafter in this resolution and is reflected on a white print or map marked "Exhibit 'A'", a copy of which is attached hereto and made a part hereof; and

WHEREAS, while said section hereinafter described is not required for use as a part of the main or traveled section of the highway, nevertheless the same is required, can be used, and is





essential for other public purposes, to wit: storage purposes, parking area and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragment or parcel of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment or parcel of land which heretofore was within the right of way proper of the Multnomah County Line - Middleton Section of the West Side Pacific Highway in Washington County, but which by reason of a relocation or realignment of said highway is now without the area improved and used by the traveling public, but is adjacent to and abuts upon the said right of way, shall be preserved by the Highway Commission for such other public use as said land may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same, which said parcel or fragment of land is described as follows, to wit:

A parcel of land lying in Section 20 and Section 21, Twp. 2 South, Range 1 West, W.M., Washington County, Oregon, and being all that portion of the right of way lying southeasterly of the present acquired right of way of the relocated center line of said highway, being more particularly described as follows:

Beginning at a point opposite and southeasterly from engineer's center line station 322+80 of said relocated center line; said point being approximately 3.03 miles westerly of Tigard; thence in a southwesterly direction along the original constructed highway to a point opposite and southerly from said relocated center line at Station 332+25.

In addition to the foregoing description of said fragment or parcel of land there is attached hereto a white print or map marked "Exhibit 'A'", which by this reference is made a part hereof, and upon which map or exhibit there is shown shaded in red the land or parcel of land formerly within the old right of way, but which is now by this official act preserved for public purposes. The said exhibit or map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of September 13, 1935. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragment of land by

* Map filed in Right of Way Abandonment and Retention File - No. 11.

erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Washington County.

The Attorney reported difficulties in reaching satisfactory settlements with certain property owners for right of way for proposed improvements on the Enterprise-Joseph Section of the Wallowa Lake Highway, Eugene-Junction City Secondary Highway, and for the improvement of the Klamath Falls-Lakeview Highway at Dairy overcrossing. He submitted a list of the properties in controversy and requested authority to acquire them by condemnation. The Commission granted the Attorney's request and adopted the following resolution in regard thereto by unanimous vote:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

Enterprise-Joseph Section of the Wallowa Lake Highway
Eugene-Junction City Secondary Highway
Dairy Overcrossing Section of the Klamath Falls-Lakeview Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Enterprise-Joseph Section of the Wallowa Lake Highway
- Effie Tippett
- Hazel Burland
- Sam M. Moore

Eugene-Junction City Secondary Highway
- C. C. Rickhoff
- Heirs of George L. Diess
- Robert E. Fleming
- Anthony Blais
- Oregon Electric Railway Company and Irving Trust Co.

NOV 8 1935



Dairy Overcrossing Section of the Klamath Falls-Lakeview Highway
- R. F. Hornung

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. VanWinkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

NOV 8 1935

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer requested authority to acquire certain parcels of real property which are needed for various highway improvements throughout the state. He submitted a list of such properties, which were carefully considered by the Commission. The Commission granted the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth; and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Shitike Creek Section-Warm Springs Highway | | | | |
| Warm Springs Indian Agency | R/W | 66.71 | $1.25 per acre | McCallister |
| | | 6.34 | 2.00 " " | |
| | | 13.24 | 1.25 " " plus construction of fence and cattle pass | |
| Lakeside Junction-Oregon Coast Highway | | | | |
| U. S. Forestry Dept. | Stock Pile | 1.00 | Permit of Entry Gratis | Parker |
| Middleton-Newberg Section-West Side Pacific Highway | | | | |
| North, Eva I. | Channel Change Easement | 0.103 | Gratis | Benson |
| Clackamas County-Mt. Hood Hwy | | | | |
| U. S. Government | Park | 120.00 | Annual Rental $75.60 | Boardman |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Lane County-Siuslaw Hwy | | | | |
| U. S. Government | Park | 206.00 | Annual Rental $220.20 | Boardman |
| Douglas County-Umpqua Highway | | | | |
| U. S. Government | Park | 200.00 | Annual Rental $187.25 | " |
| Marion County-Silver Creek Falls Park | | | | |
| U. S. Government | Park | 200.00 | Annual Rental $ 35.00 | " |
| Jackson County-Crater Lake Hwy. | | | | |
| U. S. Government | Park | 320.00 | Annual Rental $166.98 | " |
| Cascadia Section-Santiam Hwy. | | | | |
| Wodtli, Wallace | Borrow Pit | 0.68 | $20.00 Lump Sum | Bentley |
| Wallowa Lake Highway | | | | |
| Schaeffer, Roy | Gravel Pit | 4.5 | $100.00 per acre | Benson |
| Gales-Tunnel Section-Old Oregon Trail Hwy. | | | | |
| Roach, Thomas | Channel Change Easement | 0.34 | Gratis | " |
| Port Orford Section-Oregon Coast Hwy. | | | | |
| Williams, A. L. | Stock Pile | | Extension of Lease for 1½ yrs. $22.50 Lump Sum | Parker |
| Prineville-Ochoco Dam Section-Ochoco Hwy. | | | | |
| Johnson, Columbus J. | Gravel Pit | 4.02 | $25.00 per acre | McCallister |
| Big Eddy Section-Columbia River Hwy. | | | | |
| Seufert Bros. Co. | R/W | 9.13 | $2500.00 Lump Sum plus moving bldgs | " |
| Twelfth Street Junction-Illahe School Section-Pacific Hwy. | | | | |
| Aldrich, Ida M. | R/W | 0.96 | $200.00 per A. plus $100.00 | " |
| Morin, Damian | " | 0.765 | $200.00 per A. plus $135.00 & move bldgs | " |
| Fabry, John | " | 0.13 | $200.00 per A. plus $10.00 | " |
| North Bend Section-Oregon Coast Hwy. | | | | |
| City of North Bend | Stock Pile | 0.846 | Gratis | Parker |
| Ashland-Neil Creek Section-Pacific Highway | | | | |
| Hegardt, G. B. | R/W | 1.48 | $100.00 per A. plus $80.00 | McCallister |
| Kincaid, D. W. et al | " | 6.62 | $200.00 per A. plus $1176.00 plus fencing | " |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Junction City-Eugene Secondary Hwy. #223** | | | | |
| Benson, Bertha | R/W | 0.114 | $34.20 Lump Sum plus $50. | Parker |
| Edwards, Helen B. | " | 3010 sq.ft. | $25.00 Lump Sum | " |
| Miller, J. T. | " | 2516½ " " | $10.15 Lump Sum | " |
| Bailey, Mary S., Trustee. | Gravel Pit | 2.232 | $500.00 Lump Sum plus fencing | " |
| Ross, Elmer (correction) | " | " 3.39 | $762.75 Lump Sum plus $73 | " |
| Clink, A. D. | R/W | 1087 sq.ft. | $20.00 Lump Sum | " |
| French, Guy E. | " | 0.067 | $20.10 Lump Sum | " |
| McClure, Jennie | " | 0.56 | $400.00 per acre | " |
| **East Pendleton--Old Oregon Trail Hwy.** | | | | |
| Butler, J. M. | R/W | 1000 sq.ft. | 8¢ per sq.ft. plus construction of rock wall & reconstruction of garage | Benson |
| Patton, W. E. | " | 1000 sq.ft. | 6¢ per sq.ft. plus $20.00 plus moving house & garage | " |
| Mytinger, Frank H. | " | 1.26 | $25.00 per A. plus $133.00 | " |
| Loftus, Julia C. | " | 500 sq.ft. | 6¢ per sq.ft. plus $10.00 | " |
| Addison, Chas. A. | " | 1000 sq.ft. | 6¢ per sq.ft. plus $23.50 | " |
| Chinlund, Blanche | " | 5000 sq.ft. | Land $500.00 Lump Sum plus $1100.00 | " |
| Jones, Mary S. | " | 1000 sq.ft. | 6¢ per sq.ft. plus construction of retaining wall when necessary | " |
| **Otis-Siletz Section-Oregon Coast Highway** | | | | |
| Minsinger, W. R. | R/W | 357.5 sq.ft. | 10¢ per sq.ft. | Gardiner |
| **Brookings Section-Oregon Coast Highway** | | | | |
| Smith, Chas. A. | Stock Pile | 0.375 | $250.00 Lump Sum for land plus $5.00 | Parker |
| **Rice Hill Section-Pacific Highway** | | | | |
| Young, A. G. | R/W | 5.16 | $35.00 per A. | |
| | | 2.0 | $75.00 per A. plus $519.40 | Bentley |
| Travelers Insurance Co. | " | 4.5 | $100.00 per A. | |
| | | 2.45 | $35.00 per A. plus $1391.00 | " |
| **Paisley --Valley Falls Section-Fremont Hwy.** | | | | |
| Chewaucan Land & Cattle Co. | R/W | 12.05 | Land Gratis plus fencing by State $650.00 | McCallister |
| Brattion Bros. | Gravel Pit | 2.67 | Gratis | " |
| Parker Land & Livestock Co. | " | " 2.81 | 2¢ per yd. 1 yr lease | " |
| Whitham, H. W. | " | " 3.67 | 2¢ per cu.yd. 1 yr lease | " |
| **Lowell-Oak Ridge Section-Willamette Hwy** | | | | |
| Pelzel, John | Stock Pile | 0.46 | $25.00 Lump Sum 1 yr lease | " |

NOV 8 1935



| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Springfield-Thurston Section-McKenzie Hwy.** | | | | |
| Kramer, Carl B., et al | Stock Pile | 0.54 | 5 yr lease at $10 per yr. | McCallister |
| **Newport Bridge Approach (South)-Oregon Coast Hwy.** | | | | |
| Cummins, W. R. | R/W | 0.4 | $300.00 per A. | DeSouza |
| **Elkton-Drain Section-Umpqua Highway** | | | | |
| Joseph, Bertha L. | Stock Pile | 1.03 | 5 yr lease at $14 per yr. | McCallister |
| **Stanfield-Pendleton-Old Oregon Trail Hwy.** | | | | |
| Blom, Frank L. | Gravel Pit | 6.31 | $100 per A. plus $33 | Benson |

The Secretary presented a warrant from the County Clerk of Douglas County in the amount of $3963.60, representing the amount of the unpaid taxes on various properties acquired by the Commission for right of way for the south approach of the Umpqua River bridge in and near Reedsport, Douglas County, in accordance with agreement heretofore entered into between the Commission and the County Court, whereby the County Court agreed to pay to the State Highway Commission from available funds accruing from the taxes to be collected by Douglas County in 1935, a sum of money equal to the total amount of said accrued taxes, which total the amount of the warrant. The Commission accepted the warrant as full and complete settlement of this agreement and ordered that the warrant be deposited to the credit of the State Highway fund in the usual manner.

The Engineer discussed with the Commission the matter of the use of timber in bridge construction. He was instructed to talk this matter over with Mr. Carl C. Crowe, editor of the Crowe Lumber Index, and explain to him the attitude of the Commission in regard thereto. The Engineer was also instructed by the Commission to prepare new estimates based on alternate types of construction - timber and concrete - for the proposed viaduct on the East Portland-Oregon City Highway at the Inman-Poulsen Company's plant in Portland and for the proposed grade separation project at 102d Avenue, Portland, and to include some timber bridge work in the construction of the Junction City-Eugene Secondary Highway bridges.

The Commission also considered the advisability of changing the type of construction for the Rock Creek and Wallowa River bridges on the Wallowa Lake Highway in Wallowa County, for which bids were opened and rejected on the previous day. In this regard, the Commission decided that the Rock Creek bridge should be changed from a concrete structure to a timber-type structure but that the Wallowa River bridge should be a concrete structure as originally planned. The Engineer was instructed to readvertise for bids for these structures on that basis.

The Commission also decided that the proposed grade separation project on the Old Oregon Trail in East Pendleton should be of concrete-type construction.

NOV 8 1935

The Engineer discussed with the Commission the matter of programming the fiscal year 1937 Regular Federal Aid funds. He pointed out that such funds have not yet been appropriated by Congress but that it is the usual practice to arrange a program for them well in advance so the projects can be gotten under way at the earliest possible time after notification has been received from the Government. He submitted a tentative list of desirable projects for these funds, which was discussed by the Commission, but on which definite action was deferred for a future meeting.

The Commission had under consideration a letter from Babler Bros., requesting an additional extension of time of ten days, from August 17 to August 27, 1935, in which to complete their contract, No. 1738, for the construction of a road-mix surface treatment on Jericho Lane Section of Hood River Secondary Highway in Hood River County, and giving as their reason for such request that their work was held up by inclement weather. The Engineer advised that the extra time requested by the contractor is needed for placing the seal coat on the finished surface, this part of the work being necessarily deferred until the road-mix had properly cured. He also advised that the traveling public has not been inconvenienced by the delay, neither has the state incurred any extra expense for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance:

Contract No. 1738, with Babler Bros., for oiling Jericho Lane Section of Hood River Secondary Highway in Hood River County;

Contract No. 1743, with Harold Blake, for grading Midland-Klamath Falls Section of Klamath Falls-Weed Highway in Klamath County.

The following resolution accepting the above projects was offered and was adopted by unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following state highway contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 1738, with Babler Bros., for oiling Jericho Lane Section of Hood River Secondary Highway in Hood River County, completed August 20, 1935;

Contract No. 1743, with Harold Blake, for grading the Midland-Klamath Falls Section of Klamath Falls-Weed Highway, in Klamath County, completed October 31, 1935;





THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment is hereby authorized.

The Engineer discussed with the Commission the matter of reallocating the federal funds heretofore tentatively allocated to the city of Portland for the construction of the proposed Front Street and Foothills Boulevard projects. He pointed out that there is a possibility that the city of Portland will not be able to furnish right of way for these projects, in which event the money will have to be reallocated, and he requested instructions in regard thereto. The Commission took no definite action in the matter but instructed the Engineer to complete the survey and plans of the East Portland-Oregon City Highway between Seventeenth Street and Union Avenue, and to prepare descriptions of the land needed for right of way so that this project will be in readiness to contract immediately if the Front Street and Foothills Boulevard projects do not materialize.

In this connection, the Commission instructed the Secretary to direct a letter to the Mayor and to the City Council of the city of Portland and to call to their attention the fact that the surveys for the Front Street and Foothills Boulevard are complete and that the Commission can only hold the $400,000 temporarily allocated for these projects a comparatively short time because of the necessity of expending this money for the relief of unemployment this winter and next spring, and to advise the city officials that the Commission must know by December 10, 1935, that the improvement district has been legally formed and that there are no outstanding questions as to the constitutionality or legality of the act creating the district, or their intention or ability to immediately acquire and make available to the Commission the necessary rights of way, so that the Commission can make immediate plans to contract the proposed work if it is to proceed with the funds at hand.

The Commission had under consideration and signed agreements as follows:

Agreement with Tillamook County Court covering the reconstruction of the county road extending from the Oregon Coast Highway at the town of Wheeler to Manzanita junction with said Oregon Coast Highway.

Agreement with the Board of County Commissioners of Multnomah County, covering the construction of viaducts over and under the tracks of the O.W.R.& N.Co. at the following points: Craig Road, Buckley Road, Parker Road, and Halsey Street.

Agreement with the Southern Pacific Company covering the matter of the construction of a railroad grade separation project on the Pacific Highway at Wall Creek, in Jackson County.

Agreement with the city of Astoria covering the construction of the proposed improvement of the Columbia River Highway between Twenty-seventh and Franklin Streets and Twenty-first and Commercial Streets in the city of Astoria.

The Commission had under consideration at this time the setting of dates for its next regular meetings to receive bids for construction projects. The next regular meeting date was advanced from Monday, December 2, to Saturday, November 30, and the next following regular meeting was scheduled for Thursday, January 2. The Secretary was instructed to arrange to hold these meetings in the Auditorium in the Public Service Building, Portland, in accordance with the usual practice.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:20 o'clock p. m.

Henry F. Cabell
Chairman

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Salem, Oregon, November 20, 1935.

The State Highway Commission met in special session at 11:00 o'clock a. m. in the office of the State Highway Engineer, Room 325, State Office Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Engineer reported that the following amounts of federal funds have accumulated in connection with highway construction programs of previous years, and are available for allocation to new projects:

| | |
|---|---|
| 1934 NRH Funds | $49,500.00 |
| 1934 NRM " | 56,000.00 |

NOV 20 1935



| | |
|---|---|
| 1935 NRH Funds | $ 6,000.00 |
| 1936 FLH " | 18,000.00 |

He recommended that the 1934 NRM funds, amounting to $56,000.00, be allocated to new projects in District No. 1, comprising counties in the western part of the state, and that the remaining funds be allocated to new projects in Districts 2, 3, and 4, comprising the remaining counties of the state, on the basis of the previous allocation. After some discussion the Commission approved the Engineer's recommendation and instructed him to prepare a list of projects in accordance therewith, for consideration at the next meeting.

The Engineer discussed with the Commission the matter of securing a demonstration of an attachment for operating gasoline-powered motors with Diesel oil. He said that he had been approached by a representative of a concern which manufactures such device who wants to install one on a Highway Department truck for demonstration purposes. He explained that the device is simply an attachment to a gasoline motor and that the operating procedure is to start the motor with gasoline and then switch the fuel supply over to Diesel oil, which is then used exclusively. This operation, he said, is similar to that of the Highway Department's atomizer which was designed by E. F. Halik, master mechanic at Highway Department shops in Salem. He inquired as to whether the Commission is sufficiently interested to allow this demonstration on one of its trucks, the results of which, he said, would undoubtedly be used by the company as a sales argument. He suggested that, if the Commission approved such demonstration, the matter should be covered by a written agreement which should provide that the demonstration could not be used for advertising purposes and should fully protect the Highway Commission's use of the Halik atomizer.

It was the opinion of the Commission that it would be inadvisable to permit one of its trucks to be used for such demonstration and accordingly the request was denied. However, the Commission instructed the Engineer to secure additional information in regard to the device in question, for further study.

A letter was presented from County Judge F. L. Phipps, Wasco County, in behalf of The Dalles port commission, requesting information in regard to the status of the investigations which the Commission authorized on July 25, 1935, of two railroad grade elimination projects on city streets in The Dalles, it being the desire of the city to have the present grade crossings removed in connection with its proposed port development. The Engineer advised that the investigations have not been made because it was his understanding that the Commission ordered the investigation made within the next few months, when competent engineers should be available, and up to the present time he has not been able to spare a competent man for such purpose. After some discussion, and in view of the fact that the port of The Dalles is in a hurry for a report on this subject, the Commission instructed the Engineer to conduct a survey in the near future and render a report thereon.

NOV 20 1935

The Engineer reported the necessity for enlarging the equipment storage facilities at Government Camp maintenance headquarters to house extra equipment now required to be located there on account of increased activities in snow removal operations to accomodate winter sports enthusiasts. He estimated that a satisfactory storage shed could be constructed for about $1000 and requested authority to construct such shed as an addition to the present buildings, with state force labor. He also requested authority to install an electric lighting system at this maintenance headquarters for the convenience of the section men who are required to do a considerable amount of their work during hours of darkness, there being no other power available in the vicinity. He estimated that such lighting plant could be installed for approximately $600, making a total estimated cost of $1600 for the lighting plant and the additional storage building. After due consideration of this matter, the Commission approved the Engineer's request by unanimous vote.

The Commission read and approved the Engineer's letter dated November 15, 1935, directed to the Hon. Charles H. Martin, Governor of Oregon, with reference to the use of timber in bridge construction, as urged by the Columbia Valley Lumbermen's Association.

A telegram was presented from the Jackson County Chamber of Commerce, in which the Commission was urged to arrange to keep the Crater Lake Highway open for travel during the winter season, from Medford up to Crater Lake Park boundary. The Engineer advised that present practice is to keep this highway open for travel during the winter months as far as Union Creek, from the Medford side, which is as far as there are any houses, and is the point where the deep snow commences. He pointed out that the distance from Union Creek to the park boundary is 25 miles and estimated that it would cost about $12,500 to keep the road open to this point; furthermore, it would necessitate the purchase of an additional rotary snow plow at a cost of about $11,000 unless the Commission preferred to transfer equipment that it now owns, which would necessitate the discontinuance of snow removal operations in some other locality. After considerable discussion of this matter, the Commission decided that an attempt should be made to keep the Crater Lake Highway open as far as the park boundary, from the Medford side, provided that could be done without the purchase of additional snow removal equipment, and without seriously interfering with snow removal operations in other districts where such operations have been carried on in past years. The Engineer was instructed to transfer suitable equipment to this project; also to discontinue the work if snow conditions in other localities require the use of this equipment. The Secretary was instructed to advise the Jackson County Chamber of Commerce of the action taken.

The Commission had under discussion matters pertaining to the viaduct which it is proposed to construct over the tracks of the Southern Pacific Company on the East Portland-Oregon City Highway, near the Inman-Poulsen Lumber Company's mill, East Portland. The Engineer submitted a preliminary estimate of the cost to construct this viaduct as a concrete structure and as a fabricated timber and concrete structure. The question arose whether it should be constructed of concrete or of timber, as requested by the Lumbermen's Association. The Commission deferred decision in the matter for further study and instructed the Engineer to prepare plans and estimates in the meantime for both types. He was also instructed to prepare plans and estimates for similar types of construction for the grade elimination structure which the Commission proposes to construct over the tracks of the O.W.R. & N. Co. at 102nd Avenue, Portland.





The Commission adjourned at 1:00 o'clock p. m., to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in the office of the State Highway Engineer with all members present and participating. Also present were R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary.

A delegation consisting of C. W. Reynolds, Director of State Transient Camp Activities, Edward M. Paulson, Superintendent in Charge of Transient Camps; Roy Melson, County Commissioner of Marion County; County Judge H. H. Rosenberg and County Commissioners E. H. Lindsey and E. J. Anderson, of Tillamook County; County Commissioner C. M. Young and County Engineer P. M. Morse of Lane County, came before the Commission and requested state aid in the form of powder and engineering in connection with three state highway construction projects which they propose to undertake with transient camp workers, as follows:

1. North Santiam Highway: Grade 3-mile section between Mehama and Mill City, in Marion County;

2. Wilson River Highway: Grade 5-mile section east of Jordan Creek, beginning at the east end of the contract recently awarded by the Commission to Charles H. Leonard;

3. "Route F" Highway: Grade section in vicinity of place known as Linslaw.

Mr. Reynolds stated that he is interested in this matter because he has a transient camp located in the vicinity of each of these projects, which camps are sponsored by the respective county courts, and he is endeavoring to find sutiable work for the men located in these camps. Further, that the projects mentioned are suitable and desirable for their purpose, inasmuch as they consist of clearing right-of-way and grading work; for which reason he would recommend that the Commission furnish the necessary powder and engineering if at all possible. He added that the Transient Relief Service would not consider these projects if they would not result in permanent benefit. In fact, they are not interested in any project that is not based on permanent construction.

County Commissioner Melson stated that Marion County has been operating a transient camp on the North Santiam Highway for two years and would like to continue the work if the state will join in the cost by furnishing powder and engineering. He advised that the county purchased the present

transient camp site adjacent to the North Santiam Highway, and up to the present time has furnished all of the powder and tools required, notwithstanding that the road is a secondary state highway. He advised that the undertaking now proposed by Marion County consists of clearing and grading about 3 miles of the 6½-mile section between Mehama and Mill City, where the lightest work would be encountered.

The Engineer advised that Marion County proposes to spend about $75,000 in connection with this proposition and is simply asking the state to furnish powder and engineering, which should cost about $1000 and $750 respectively. He recommended the approval of the county's request and that the matter be covered by appropriate agreement. The Commission approved the Engineer's recommendation by unanimous vote.

County Judge Rosenberg stated that Tillamook County contemplates spending about $113,000 in connection with its transient camp located on the Wilson River Highway, provided the state will furnish powder and engineering and possibly some small tools. He said that the county now has a transient camp established near the site of the proposed work, capable of taking care of 120 men, and they would like to occupy these men on a worth-while project.

The Engineer stated that engineering for this project would cost about $1500 and that the county estimates that powder would cost about $750. However, that is subject to alteration. He pointed out that the right of way along the section which the county proposes to construct has already been acquired. He recommended that the county's request be granted and that the matter be covered by appropriate agreement. The Commission approved the Engineer's recommendation unanimously.

County Engineer Morse stated that Lane County has in mind to construct a section of the "Route F" road west of Linslaw, if the Commission will furnish powder and engineering and will designate that section as a secondary highway. He was informed that the Commission is opposed to adding any more roads to the secondary highway system at this time and that, if Lane County wants the state to furnish powder and engineering for its transient camp work, the project must be confined to a section east of Linslaw which is now on the designated secondary highway route. This was agreeable to Mr. Morse and County Commissioner Young.

The State Highway Engineer estimated that it would cost the state about $5000 for powder and engineering in connection with this project, the estimate for engineering being more for this job than the others, because it involves a relocation survey of the present highway. Nevertheless, he recommended that the county's request be granted and that the matter be covered by appropriate agreement between the county and the state. The Commission thereupon approved the Engineer's recommendation unanimously, subject to the condition that the project to be selected shall be on a section of the secondary state highway east of Linslaw.

County Judge Rosenberg then asked the Commission to surface a portion of the Wilson River Highway in the vicinity of Fall Creek. He pointed out that the Commission appropriated this year a certain amount of money to do certain work on this highway but the work was actually contracted for less money than was appropriated for the purpose and it was thought that the difference, amounting to about $5000, could be spent advantageously for surfacing work, and he urged that this be done, because of the heavy traffic that this road now carries. The Engineer advised that every dollar in the highway program is budgeted for definite jobs, some of which overrun the amounts estimated for them, which necessitates that they be financed with savings that accrue from jobs that underrun their estimates; for which reason the Commission cannot safely re-allocate the savings from any particular project until all of the projects in the program have been contracted and it is known whether or not there are to be accrued savings, taking the entire program into consideration as a whole. In view of the Engineer's explanation, Judge Rosenberg recalled his request, but advised that the Tillamook County Court would renew it at a later date.





The Commission had under consideration at this time the matter of continuing Mr. C. B. McCullough, former Bridge Engineer, on the Highway Department payroll for one month following the inception of his leave of absence, which took effect on October 12, 1935. The State Highway Engineer recommended that Mr. McCullough be granted full pay for the month ending November 11, inasmuch as he has not taken advantage of any vacation privilege with pay for a number of years. It was his thought that Mr. McCullough is entitled to this courtesy, in view of the valuable service that he has rendered the state of Oregon in his capacity as Bridge Engineer and Assistant State Highway Engineer. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission also had under consideration the establishment of salaries for Glenn S. Paxson, Acting Bridge Engineer in the absence of Mr. McCullough, and for Harold Say, Director of the newly organized Travel and Information Department. The State Highway Engineer advised that the Chief Bridge Engineer is one of his staff officers and that the base rate for such staff officers is $450 per month, or $352.80 per month considering the reduction ordered by the legislature. He gave as his thought that Mr. Paxson is entitled to the same pay as the other staff officers and recommended that his salary be increased accordingly. The Commission approved the Engineer's recommendation.

In regard to Mr. Say's salary, the Engineer pointed out that the Commission at one time authorized Chairman Cabell and himself to employ someone to direct the Travel and Information Department, and after considerable search selected Mr. Say for this position in view of his past experience in this activity; but in order to secure Mr. Say's services it was necessary to pay $300 per month net, which is approximately the amount that he was receiving in his former position with the Portland Chamber of Commerce and means a base salary of $370 per month. He recommended approval of this rate. The Commission approved the Engineer's recommendation by unanimous vote.

At 2:00 o'clock p. m. the Commission met privately with the State Board of Control and the State Land Board in the office of Governor Charles H. Martin, on the fourth floor of the State Office Building, for discussion of the following matters:

1. Acquisition of right of way for the construction of the Old Oregon Trail across the grounds of the Eastern Oregon State Hospital in Pendleton.

2. Payment of royalty for sand and gravel taken from navigable streams of Oregon for use in connection with state highway construction work.

The Board of Control, all members being present and participating, went on record unanimously in favor of granting to the Commission without cost the right of way for the proposed construction of the Old Oregon Trail across the Eastern Oregon Hospital grounds.

The State Land Board, all members being present and participating, took under advisement the Commission's request for exemption from payment of royalty for sand and gravel taken from navigable stream beds. Arrangements were made for the Engineer to discuss this matter further with State Treasurer Rufus C. Holmen on the following Monday.

This meeting was terminated at 3:30 o'clock p. m., following which the Commission returned to the office of the State Highway Engineer for disposal of additional highway matters.

W. H. Lynch, District Engineer, and Tom M. Davis, Senior Highway Engineer, of the U. S. Bureau of Public Roads, were present and conferred with the Commission in regard to the labor provisions contained in several regular Federal Aid contracts, and particularly the provision that requires the contractor to furnish one man-hour of relief labor for every seven dollars of the total contract amount.

The Engineer advised that it is practically impossible for contractors to comply in every instance with such provision, because of the difficulty of securing the several classes of intermediate grade labor from local relief rolls and that strict compliance with this clause is proving a handicap to certain contractors who allege that their work is being delayed by reason thereof and who have threatened to submit claims for resultant extra expense. He said that he believed there is some justification for the contractor's complaints, and in order to ascertain whether or not the government would approve granting them some relief, he sent a wire to Mr. Lynch, District Engineer, Bureau of Public Roads, and inquired if he would consent to the elimination of such provision in these contracts, it being strictly a state provision, to the extent that the man-hours of employment shall apply to labor secured from the U. S. Employment Service instead of solely to labor from the relief rolls. He read his wire to Mr. Lynch, and Mr. Lynch's wire and letter in reply thereto, dated November 20, 1935, in which Mr. Lynch authorizes the granting of relief to contractors who are being handicapped by this requirement, and suggests that such re-





lief be given by the execution of a supplemental contract agreement changing the employment requirements in conformity with the corresponding change in the Works Program Rules and Regulations. He advised that Mr. Lynch's reply coincided exactly with his ideas on the subject, and thereupon requested authority from the Commission to eliminate this requirement from the contracts in question and to substitute therefor a new clause in conformity with the present federal rules and regulations governing labor matters. He also requested authority to enter into supplemental agreements with contractors as may be found necessary by the report of the Liaison Engineer who was recently appointed to investigate contractor's labor problems. After due consideration the Commission approved the Engineer's requests unanimously, subject to the condition that such relief shall apply only to emergency cases where the investigation reveals that the contractor is in need of special relief.

In connection with this matter, the Engineer read a letter, dated November 16, 1935, directed to J. A. Lyons, contractor for the construction of the Nigger Flat Section of the Central Oregon Highway in Harney County, denying his request for relief from strict compliance with the labor provisions of his contract. The Commission and Mr. Lynch approved this letter as written. The Commission and Mr. Lynch also approved the Engineer's letter, dated Nobember 19, 1935, to the Mountain States Construction Company, contractor for the construction of the Smith River bridge on the Oregon Coast Highway at Reedsport, Contract No. 1748, authorizing the employment of men who are not on the relief rolls but are registered with the Unemployment Relief Service, provided competent men are not available from the relief rolls.

Mr. Lynch then proposed a conference among the Highway Commission, United States Forest Service, and Bureau of Public Roads, shortly after the first of the year, to arrange a program for the Fiscal year 1937 Forest Highway funds. He advised that Congress has already authorized the preparation of the forest highway program but has not yet made an appropriation for such purpose, although it is expected that such appropriation will be made as soon as Congress convenes this winter. He gave as his thought that in the meantime some advance consideration should be given to the selection of projects for this program so that the program can be adopted without delay as soon as the appropriation is made. The Commission approved the tentative date suggested by Mr. Lynch for such conference and instructed the Engineer to prepare a list of desirable projects for the forest highway program. Mr. Lynch then inquired as to the status of right-of-way which the Commission is to acquire for the Tooth Rock Tunnel Section of the new Columbia River Highway in Multnomah County. The State Highway Engineer advised that negotiations are under way with the Union Pacific officials for the securing of easements for highway encroachments on the railroad property and it is hoped that these negotiations will be brought to a satisfactory conclusion in the near future. He presented for approval a tentative form of agreement prepared by Mr. F. N. Finch, General Manager, Union Pacific System, covering this matter, in which it is indicated that the company will grant the easements permitting these encroachments if the state will alter its plans for the proposed highway improvement by providing for retaining-

wall construction or by relocating the highway somewhat so as to allow sufficient room for the company to build four lines of railroad tracks on its property if it so desires. He gave as his thought that it would be advisable to accede to the company's wishes in this matter, in order to expedite the project, notwithstanding the fact that in his estimation, the provisions of the agreement are rather stringent. Accordingly, he suggested the approval of the Railroad Company's request and the form of agreement submitted by Mr. Finch. After due consideration of the matter, the Commission indicated its approval of the engineer's suggestion and referred the entire matter to Commissioner Aldrich with full power to act after he has consulted with the Union Pacific Company officials at the Public Utilities Commissioner's hearing, which is scheduled to be held in Pendleton on the following day.

The Commission had under consideration matters pertaining to the proposed railroad grade elimination project on the Old Oregon Trail in the eastern part of Pendleton. The Engineer advised that new difficulties have been encountered in connection with this job and it now appears that the Union Pacific Company will not consent to the use of its tracks by the Northern Pacific Company unless the present grade crossing on Court St. is closed to pedestrian traffic as well as for vehicular traffic; and the city of Pendleton will not approve the project unless the present grade crossing is left open for pedestrians. He gave as his thought that the objections of the railroad company could be met by the construction of a tunnel under the railroad tracks on Court Street for pedestrian use, which he estimated would cost about $5000, and inquired of Mr. Lynch, District Engineer, Bureau of Public Roads, whether or not he would approve an expenditure of federal funds for such purpose. Mr. Lynch replied that the federal government does not require that this crossing be closed. In the discussion of this matter it was pointed out that the principal opposition to the closing of Court Street to pedestrian traffic is from school and hospital officials who object because, if Court Street is closed to their use, school children and visitors to the hospital will be required to walk several blocks farther than at present going to and from the school and the hospital. Commissioner Aldrich stated that he is certain that the Pendleton City Council will approve this project if the tunnel for pedestrians is provided. He added that in his estimation this protection for school children is very much to be desired and perhaps should have been included in the original plans for this project. The State Highway Engineer advised that he has received informal information from the office of the Public Utilities Commissioner to the effect that they will not approve the project unless it completely eliminates the present grade crossing for all kinds of traffic and that the Public Utilities Commissioner will not give an order for the grade elimination structure unless that is done. He added that it appears to him that the project will have to be abandoned unless provision can be made for the pedestrian tunnel. After further discussion of this matter, Mr. Lynch inquired whether or not the Commission would be satisfied to spend grade separation money for this tunnel, to which the Commission replied in the affirmative. Mr. Lynch then advised that he would recommend to his superiors that the tunnel construction be approved as a component part of this job.

The Engineer presented a letter from W. H. Lynch, District Engineer, Bureau of Public Roads, urging that every effort be made to submit





to the Bureau of Public Roads before December 1, 1935, a 100% program for current Works Program Highway funds and Works Program Grade Crossing funds. He pointed out that it would be impossible to comply with this request because of the indefiniteness of the proposed Front Street and Foothills Boulevard projects in the city of Portland, unless Mr. Lynch will agree to accept a program subject to revisions later, in the event the Portland projects do not materialize. Mr. Lynch suggested that the 100% program be submitted at this time, including the proposed Portland projects and alternate projects which the Commission has in mind to substitute for the Portland projects if the city of Portland fails to meet the Commission's requirements in regard to those projects. He also suggested that January 1, 1936, be set as the deadline for definite action by the city of Portland in regard to its projects. After considerable discussion of this matter, the Commission approved Mr. Lynch's suggestions with the understanding that the city of Portland shall be notified to advise the Commission, on or before December 10, 1935, whether or not it would be able to furnish right-of-way and meet the Commission's requirements in regard to the proposed Front Street and Foot Hills Boulevard projects. The Secretary was instructed to direct an appropriate letter to the Portland City Council requesting such information. The Commission thereupon instructed the Engineer to prepare 100% programs for current federal funds, for the Commission's consideration at the next meeting.

The Engineer then presented to the Commission a tentative list of county road projects from which the Commission, after very careful consideration, selected the following, to be included in its current program for federal relief moneys:

| Division No. | Project | Estimated Cost |
|---|---|---|
| | CLACKAMAS COUNTY OILING PROJECTS: | |
| 1. | Mkt. Rd. #8, Redland-Viola, 4.1 Mi. ..... | $7,200 |
| " | Mkt. Rd. #6, Wilsonville-Yamhill Co. Line, 5.9 Mi. | 9,800 |
| " | Mkt. Rd. #16, Boring-Mt. Hood Loop, 2.2 Mi. ..... | 3,100 |
| " | Traxel Cutoff, Mkt. Rd. #28 to Sec. Hwy. 161, 1.2 Mi. | 2,000 |
| " | Iron Mt., Oswego-Lake Grove, 1.4 Mi. ..... | 4,000 |
| " | Mkt. Rd. #2, Dover-Firwood, 4.2 Mi. ..... | 5,700 |
| " | Mkt. Rd. #15, Sandy-Mult. Co. Line, 5.3 Mi. ..... | 10,500 |
| " | Mkt. Rd. #25, Herman to Missouri Ridge Rd., 4.2 Mi. | 7,700 |

| Division No. | Project | Estimated Cost |
|---|---|---|
| | YAMHILL COUNTY: | |
| 1. | Springbrook-W.S.P. Highway, Grading and Oiling | $10,000 |
| " | McMinnville-Tillamook Hwy., North, Oiling (Market Road No. 3) | 5,000 |
| " | Willamina-North, 1½ Mi. Oiling (Market Road No. 10) | 5,000 |
| " | McMinnville City Limits, Oiling North & West Market Roads Nos. 9,21 | 10,000 |
| | WASCO COUNTY OILING PROJECTS: | |
| 3 | Three Mile-Pleasant Ridge, Oiling | 5,000 |
| " | Steel Road Spur, Oiling | 1,000 |
| " | Dry Hollow Spur, Oiling | 1,000 |
| | WHEELER COUNTY: | |
| 4 | Chichester Gulch-Summit Grading and Surfacing ($4,000 Co. Funds) | 8,000 |
| | UMATILLA COUNTY: | |
| " | East End of Pendleton Grade Separation Project, Grading, Surfacing and Paving | 30,000 |

A delegation from Lincoln and Polk Counties, consisting of John Cooter, Toledo, F. C. Robison, Newport, Mr. Hostetler, DeLake, and Ira L. Withrow, Grand Ronde, came before the Commission in regard to the preservation of timber along the Salmon River Highway. Mr. Cooter stated that, in their endeavors to find a solution for the preservation of the timber growing adjacent to the Salmon River Highway, they consulted the local representatives of the Miami Corporation, which owns a major portion of this timber, and arrived at a tentative agreement with this company whereby the company has tentatively agreed to exchange a portion of its holdings adjacent to the highway right-of-way for other timberland located at a distance from the highway, which possibly could be acquired by the state at considerably less cost than the Miami Company's timber. He advised that the Schroeder interests own two 160-acre tracts of timberland about one-half mile south of the highway, which they are willing to dispose of at the rate of $2.00 per thousand feet, or for approximately $28,000, and that the Miami people are willing to accept this timberland in exchange for timber located on their property adjacent to the highway, contained in strips about 1000 feet wide on each side of the highway easterly from the Tillamook-Lincoln County line, a distance of approximately three miles, which is the easterly extremity of the desirable timber area.

Mr. Withrow stated that there are about 17,000,000 board feet of timber on the two Schroeder tracts and about 20,000,000 feet of timber on the 1000-foot strips belonging to the Miami Company. After considerable discussion of this matter, the Engineer suggested that it be referred to





the Attorney and the Parks Engineer to contact the Schroeder people and ascertain how much it would cost to acquire their timber. He also suggested that the Commission authorize a joint cruise of the Schroeder tracts to ascertain the amount of timber standing thereon so that the deal can be consummated on a business-like basis. The Commission approved the Engineer's suggestions and by unanimous vote ordered that this be done. The Commission also ordered that the negotiations be carried on on the basis of exchanging one thousand feet of the Schroeder timber for one thousand feet of the Miami Company's timber, and that a report on the whole transaction be rendered at a meeting of the Commission during the latter part of December.

Mr. Withrow suggested that it might be possible to effect a similar exchange of timber on the Morley 80-acre tract, which is located about a mile south of the point where the highway crosses the Tillamook and Lincoln County line. The Commission ordered that the negotiations for the acquisition of the Morley timber be carried on on the same basis.

The Secretary presented a copy of Chapter 366, Oregon Laws 1933, which authorizes the State Highway Commission to acquire the necessary rights-of-way; construct and maintain as a part of the secondary highway system, roads connecting the Oregon Coast Highway with the state parks at Otter Rock and Yachats, in Lincoln County. The Commission decided to take no action on this matter at the present time.

The Commission confirmed the date heretofore set for its next regular meeting -- namely, Saturday, November 30, 1935; however, they changed the date of the contemplated January meeting from January 2 to Wednesday and Thursday, January 8 and 9, 1936. The Commission also decided to hold a special meeting in the Benson Hotel, Portland, on Tuesday, November 26th, to dispose of additional routine matters.

The Commission also set Friday, December 27th and Saturday, December 28th, at the hour of 2:00 o'clock p. m., as the dates and hours for its hearings in Estacada and Astoria, respectively, to secure expressions from the people of these cities in regard to proposed changes in the highway routings in those cities, as required by statute.

The meeting was adjourned at 5:00 o'clock p. m.

Henry L. Cabell
Chairman

State Highway Engineer

Secretary

Commissioner

Commissioner

Portland, Oregon, November 26, 1935.

The State Highway Commission met in special session at 9:00 o'clock a. m. in Room 1203, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devore, Attorney
H. B. Glaisyer, Secretary

Commissioner F. L. Tou Velle was excused from attending this meeting.

The Engineer reported the results of his recent investigations for the reconstruction of the existing Southern Pacific undercrossing on the Pacific Highway in Oregon City, based on widening this structure somewhat to accommodate three and four lanes of traffic and the continuation of such widening work south from the crossing to the top of the hill near the Oregon City Foundry, as ordered by the Commission on November 8. He gave figures to show the estimated cost to do this work and explained that by modifying somewhat the present underpass to provide a 48-foot wide roadway on a 34 degree curve and to provide for a 12-foot sidewalk in addition thereto, a saving of about $133,000 would accrue, of which about $53,000 represents savings in construction costs and about $80,000 right of way costs. He pointed out that this improvement does not contemplate any work west or north of Main Street and is confined to the section south from Main Street to the top of the hill near the Oregon City Foundry, except that the rock taken from the widening operations on the hill section would be deposited along the west side of Water Street, which is the most convenient and logical place to dispose of such material and could be utilized later in the event the Commission adopted the Water Street route as the route of the highway through this city. He also pointed out that the alignment at the undercrossing would not be permanent inasmuch as the permanent alignment is on a flatter curve, which could not be constructed without doing away with the present underpass entirely. He pointed out also that the plan contemplates the construction of the proposed sidewalk under the railroad tracks through a tunnel which would be separate and distinct from the vehicular tunnel. He added that there is a possibility that the Bureau of Public Roads will not approve the expenditure of government moneys for a temporary improvement and in that event it would be necessary to make further modification to meet the Bureau's requirements, which of course would reduce the amount of the savings.

He suggested that it might be advisable to construct an entirely new crossing on a curve about midway between the present crossing and the originally proposed permanent alignment by using a 20-degree or 24-degree curve and by using a 28-degree curve at Fifth and Water Streets, if the project was extended that far, in order to interfere as little as possible with the Oregon City Laundry on the north side of Fifth Street, thus lessening the right of way costs at that point.

After considerable discussion of this matter and the Commission being of the opinion that construction of a new undercrossing and the improvement

of the present highway south from the present crossing to the Oregon City Foundry is justified from the standpoint of improving the present highway and will not in any way commit the Commission to naming Water Street as the route of the proposed new highway through Oregon City, the Commission approved the construction of the new underpass and the widening of the adjacent sections, from the top of the hill south of the present crossing to the easterly or southerly side of Main Street, and ordered the Engineer to prepare plans for such improvement based on a roadway of sufficient width for four lanes of traffic on alignment that will meet the approval of the Bureau of Public Roads.

The Commission also authorized the Engineer to acquire right of way needed for this improvement, the same to be paid for with state funds. The Commission's decision in this regard was based on the condition that the people of Oregon City give their unqualified approval thereof. The Secretary was instructed to invite Mr. John R. Latourette to come before the Commission during the afternoon session for further discussion of this matter, Mr. Latourette being the principal spokesman of the Oregon City group.

Mr. and Mrs. W. J. Hickey, Brightwood, came before the Commission in regard to their claim for land, which they allege was taken from their property for right of way for the improvement of the Mt. Hood Highway. They stated that when this highway was widened a few years ago, a portion of their land was taken by Clackamas County for right of way, for which the county paid them an agreed price. However, when the actual widening work was undertaken the improvement extended beyond the limits of this right of way and was allowed to encroach upon their property; and that they had never consented to this encroachment and had never been paid for the land, the county refusing to pay for it because they alleged the extra ground was taken by the state in order to secure borrowed materials, rather than for the right of way. They declared that they were told by Mr. O. C. Yocum, who had charge of the work for the State Highway Department, that the state would settle for this extra ground, but this has not yet been done and their reason for bringing the matter to the Commission's attention at this time is that they wish to ascertain what the Highway Commission intends to do about it because they are left in a position of not having access to their property because of the Highway Department's activities, without going to large expense, which they can ill afford to do. The Engineer advised that the Hickey property is on a steep side-hill and in his estimation it will cost no more at the present time to construct a roadway approach to the property than it would have cost before the highway improvement was made. Further, that it appears to him that the claim of Mr. and Mrs. Hickey can be limited to the actual damage that occurred to the property.

Mr. C. L. Gardiner, Chief Right of Way Buyer, estimated the area of the extra land taken from the Hickey property to be one-twentieth acre and the value thereof not more than $50. Mrs. Hickey stated that they consider that they have been damaged to the amount of $1000 and that the Commission should pay them that amount or construct for them a roadway from the highway onto their property.

After considerable discussion of this matter the Engineer suggested that the Commission view the property on the ground before making any decision. This appeared satisfactory to all concerned, whereupon the Commission referred





the entire matter to Chairman Cabell with full power to act. Mr. and Mrs. Hickey stated that they expect to spend the winter in California but will return to Oregon in April. It was arranged that Mr. Cabell should view the property with them when they return.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in Room 1203, Benson Hotel, with the same members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

The Commission had under consideration the approval of projects for its Railroad Grade Elimination and Highway Relief programs. The Engineer submitted a list of desirable projects for each program, from which the Commission tentatively selected the following:

TENTATIVE GRADE SEPARATION PROGRAM
(Alternate A)

| Division No. | Project | Estimated Cost | Secondary Roads |
|---|---|---|---|
| No. 1 | O.W.R.& N.Co., Craig Road (102d Ave.) | $ 100,000 | $ 100,000 |
| " | O.W.R.& N.Co., Buckley Road (122d Ave.) | 74,414 | 74,414 |
| " | O.W.R.& N.Co., Barker Road (162d Ave.) | 53,000 | 53,000 |
| " | O.W.R.& N.Co., Barr Road (Halsey St.) | 55,000 | 55,000 |
| " | Southern Pacific Ry., Union Ave., Portland | 379,400 | - - - - |
| " | Southern Pacific Ry., Salem | 305,340 | - - - - |
| " | Southern Pacific Ry., Oregon City | 338,000 | - - - - |
| " | United Railways, Nehalem Boom | 54,537 | - - - - |
| " | Oregon Electric Ry., Metzger | 28,600 | 28,600 |
| | Sub-totals, Division No. 1 | $1,388,291 | $ 311,014 |
| No. 2 | Southern Pacific Ry.,Siskiyou Mts. (Wall Cr.) | $ 196,799 | $ - - - - |
| " | Southern Pacific Ry., Eugene | 101,040 | - - - - |
| | Sub-totals, Division No. 2 | $ 297,839 | $ - - - - |
| No. 3 | O.W.R.& N.Co., Spanish Hollow | $ 71,372 | $ - - - - |
| " | O.W.R.& N.Co., Big Eddy | 140,000 | - - - - |
| " | Oregon Trunk, Third Ave. in Bend | 78,893 | - - - - |
| " | Southern Pacific Ry.,Klamath Falls-Midland | 36,709 | - - - - |
| " | Great Northern Ry.,Klamath Falls Crossing Signal | 2,000 | 2,000 |
| " | O. C. & E. Ry., Dairy | 36,100 | 36,100 |
| " | O. C. & E. Ry., Olene | 45,000 | 45,000 |
| | Sub-totals, Division No. 3 | $ 410,074 | $ 83,100 |
| No. 4 | O.W.R.& N.Co. and Nor. Pac., Pendleton (N. P. $68,000) | $ 203,000 | $ - - - - |
| | State Wide Planning Project | $ 35,000 | $ - - - - |

(Tentative Grade Separation Program, Alternate A, continued:)

SUMMARY

| | Estimated Cost | Secondary Roads |
|---|---|---|
| Division No. 1 | $1,388,291 | $ 311,014 |
| " " 2 | 297,839 | - - - - |
| " " 3 | 410,074 | 83,100 |
| " " 4 | 203,000 | - - - - |
| Planning Project | 35,000 | - - - - |
| Totals | $2,334,204 | $ 394,114 |
| Southern Pacific Company | | $1,357,288 |
| O. W. R. & N. Company | | 628,786 |
| Oregon Trunk | | 78,893 |
| Oregon Electric | | 28,600 |
| Oregon California & Eastern | | 81,100 |
| Northern Pacific | | 68,000 |
| Great Northern | | 2,000 |
| United Railways | | 54,537 |
| Planning Project | | 35,000 |
| Totals | | $2,334,204 |

TENTATIVE HIGHWAY RELIEF PROGRAM
(Alternates 1a and 1b)

| | Division No. | Project | Estimated Cost | County Roads | Municipalities & Metro.Areas |
|---|---|---|---|---|---|
| Alternate 1a: | 1 | Brooks-Jordan Creek, Grading | $ 208,500 | $- - - | $ - - - - - |
| | " | Front Ave.;Carruthers to Hall & Columbia to Davis, Portland | 235,000 | - - - | 235,000 |
| | " | Foot Hills Blvd.; Front to Broadway, Portland | 227,000 | - - - | 227,000 |
| | " | Union Ave.; Ross Island Bridge to Market St.not included in Grade Separation | 50,000 | - - - | 50,000 |
| | " | Oregon City; 8th St.to Foundry, Grading | 26,000 | - - - | 26,000 |
| | " | Brooks-Jordan Creek, Culverts | 20,930 | - - - | - - - - |
| | " | Silverton-Silver Creek Falls, Resurf. & Oiling | 61,000 | - - - | - - - - |
| | " | Clackamas River Br. at Estacada | 90,000 | - - - | 90,000 |
| | " | Buckley Ave.-Troutdale, Paving | 84,000 | 84,000 | - - - - |
| | " | Barker-Fairview, Paving | 49,000 | 49,000 | - - - - |
| | " | Canyon Road-Talbot,Surf. & Bit.Macadam | 20,000 | 20,000 | - - - - |
| | " | Garden Home-Shattuck Road, Surf.& Bit.Mac. | 20,000 | 20,000 | - - - - |
| | " | Base Line-Foster Road, Paving | 47,000 | 47,000 | - - - - |





(Tentative Highway Relief Program, Alternates 1a and 1b, continued)

| | Division No. | Project | Estimated Cost | County Roads | Municipalities & Metro.Areas |
|---|---|---|---|---|---|
| Alternate 1a: | 1 | Columbia Blvd.- Dike, Paving | $ 30,000 | $50,000 | $- - - - |
| | " | Sunset Camp - West | 73,000 | - - - | - - - - |
| | " | Nehalem River-Rock Creek, Grading | 380,303 | - - - | - - - - |
| | " | Schiller Street - Union Avenue | 362,000 | - - - | 362,000 |
| | " | Interstate Bridge Connection | 150,000 | - - - | 150,000 |
| | " | Oregon City; 8th St. to Foundry | 26,000 | - - - | 26,000 |
| Alternate 1b | " | Peoria-Corvallis Jct. (Linn Co.) Oiling | 17,000 | 17,000 | - - - - |
| | " | Tampico Road (Benton Co.) Grading | 15,000 | 15,000 | - - - - |
| | " | Byerley Corner-Bethel (Polk Co.) Oiling | 16,000 | 16,000 | - - - - |
| | " | Champoeg Road, Grad. & Surf. | 50,000 | 50,000 | - - - - |

Clackamas Co. Oiling Projects:

| | | | | |
|---|---|---|---|---|
| " | Mkt. Road #8, Redland-Viola, 4.1 Mi. | $7,200 | | |
| " | Mkt. Rd. #6, Wilsonville-Yamhill Co.Line, 5.9 Mi. | 9,800 | | |
| " | Mkt. Rd. #16, Boring-Mt. Hood Loop, 2.2 Mi. | 3,100 | | |
| " | Traxel Cutoff, Mkt. Rd. #28 to Sec.Hwy 161, 1.2 Mi. | 2,000 | | |
| " | Iron Mt., Oswego--Lake Grove, 1.4 Mi. | 4,000 | | |
| " | Mkt. Rd. #2, Dover-Firwood, 4.2 Mi. | 5,700 | | |
| " | Mkt. Rd. #15, Sandy-Mult. Co. Line, 5.3 Mi. | 10,500 | | |
| " | Mkt. Rd. #25, Herman to Missouri Rridge Rd., 4.2 Mi. | 7,700 | | |
| | | 50,000 | 50,000 | - - - - |
| " | Springbrook-W.S.P. Highway, Oil | 10,000 | 10,000 | - - - - |
| " | McMinnville-Tillamook Hwy.,North, Oiling (Market Road No. 3) | 5,000 | 5,000 | - - - - |
| " | Willamina-North, 1½ Mi. (Market Road No. 10) | 5,000 | 5,000 | - - - - |
| " | McMinnville City Limits, North & West Market Roads Nos. 9 & 21 | 10,000 | 10,000 | - - - - |
| " | Batchelor Flat, Surf. & Oil | 9,000 | 9,000 | - - - - |
| " | Beaver Creek-South, Surf. & Oil | 8,000 | 8,000 | - - - - |
| " | Rainier-West, Surf. & Oil | 8,000 | 8,000 | - - - - |
| " | Forest Grove-Glenwood (Gales Creek) Grad., Surf. & Oil | 50,000 | 50,000 | - - - - |
| " | Wheeler Overhead-Manzanita, Surf. & Oil | 8,000 | 8,000 | - - - - |
| " | Astoria Sec.,Grading & Paving | 30,000 | - - - | 30,000 |

(Tentative Highway Relief Program, Alternates 1a and 1b, continued)

| Division No. | Project | Estimated Cost | County Roads | Municipalities & Metro.Areas |
|---|---|---|---|---|
| 1 | Approaches to Alsea Bay Bridge | $ 16,000 | $ - - - | $ 16,000 |
| " | Approaches to Yaquina Bay Bridge | 48,000 | - - - | - - - - |
| " | Santiam Hwy. (Grade Crk.- Storm Crk.) Grading | 118,981 | - - - | - - - - |
| " | Santiam Hwy., Soda Fork Bridge | 17,113 | - - - | - - - - |
| " | Roadside Improvement, Neahkahnie Mt. | 15,000 | - - - | - - - - |
| | Sub-totals, Division No. 1 | $2,127,827 | $511,000 | $747,000 |
| 2 | Ashland-Neil Creek, Grading | 137,514 | - - - | 137,514 |
| " | Junction City-Eugene, Grading | 136,000 | - - - | 136,000 |
| " | Junction City-Eugene, Bridges | 45,000 | - - - | 45,000 |
| " | Oak Hill School-Oak Hill O'Xing; Grad.,Surf.& Oil | 25,000 | 25,000 | - - - - |
| " | Port Offord Dock Road | 10,000 | 10,000 | - - - - |
| " | Grays Creek-Powers Ranch, Grad., Surf. & Oil | 40,352 | - - - | - - - - |
| | Sub-totals, Division No. 2 | $ 393,866 | $35,000 | $318,514 |
| 3 | Merrill-Hatfield, Grading | 85,000 | 85,000 | - - - - |
| " | Tumalo Falls-Bend, Grad. & Surf. | 15,000 | 15,000 | - - - - |
| " | The Dalles-Boyd, Grad., Surf. & Oil | 15,000 | 15,000 | - - - - |
| " | Three Mile-Pleasant Ridge, Oiling | 5,000 | 5,000 | - - - - |
| " | Steel Road Spur, Oiling | 1,000 | 1,000 | - - - - |
| " | Dry Hollow Spur, Oiling | 1,000 | 1,000 | - - - - |
| | Sub-totals, Division No. 3 | $ 122,000 | $122,000 | $- - - - |
| 4 | Enterprise-Joseph, Regrad.,Surf. & Oil | 91,000 | - - - | 91,000 |
| " | Island City-Cove, Grad., Surf. & Oil | 52,000 | - - - | - - - - |
| " | Monument Bridge ($10,000 Co. funds) | 62,000 | 62,000 | - - - - |
| " | Chichester Gulch-Summit ($4,000 Co. funds) | 8,000 | - - - | - - - - |
| " | East End of Pendleton Grade Separation Project | 30,000 | - - - | 30,000 |
| " | I.O.N. Hwy., Grad. on Private Land | 45,949 | 45,949 | - - - - |
| " | I.O.N. Hwy., Owyhee River Bridge | 50,000 | 50,000 | - - - - |
| " | Roadside Improvement, Arlington-Umatilla | 10,000 | - - - | - - - - |
| | Sub-totals, Division No. 4 | $ 348,949 | $157,949 | $121,000 |
| | State-wide Planning Survey | 46,000 | 12,000 | 12,000 |

(Concluded next page)





(Tentative Highway Relief Program, Alternates 1a and 1b, continued)

SUMMARY

| | Estimated Cost | County Roads | Municipalities & Metro.Areas |
|---|---|---|---|
| Division No. 1 | $2,127,827 | $511,000 | $747,000 |
| Division No. 2 | 393,866 | 35,000 | 318,514 |
| Division No. 3 | 122,000 | 122,000 | - - - - |
| Division No. 4 | 348,949 | 157,949 | 121,000 |
| Planning Project | 46,000 | 12,000 | 12,000 |
| Totals | $3,038,642 | $832,949 | $1,198,514 |

Messrs. Carl G. Kinney, representing Clark-Wilson Lumber Co., St. Helens, and J. H. Gallagher, W.P.A. Engineer, Portland, came before the Commission in regard to two W.P.A. road projects in Columbia County, one of which is known as the Apiary Road and the other as the Scappoose-Vernonia Road. Mr. Kinney stated that the county has applied for $780,000 of W.P.A. moneys to construct these roads, which for the most part extend through the Clark-Wilson properties, and his company wants to know, before giving the right of way, whether or not the roads are laid out in a manner that will fit the state highway system. If they are so laid out, his company will not object to construction; otherwise, they will disapprove. At the request of the Commission the Engineer gave Mr. Kinney and Mr. Gallagher a resume of his report to the Commission on this subject, dated October 5, advising that the sound thing for the county to do, in his estimation, is to improve the present county road between Pittsburg and St. Helens by stage construction rather than to spend their money for the construction of new roads which would not be usable until much more money has been spent on them than is available to the county at the present time.

Chairman Cabell stated that he ascertained in conversation with certain people from Columbia County that they were trying to work up a $2,000,000 road project on the Apiary and Scappoose Roads, but he could not understand why the State Highway Commission should be concerned with the proposition now inasmuch as the Commission can not make any commitments toward the project in any way, and it will be a long time before it would be possible for the state to take over either of these roads as secondary highways.

Mr. Kinney explained that he was simply trying to ascertain the attitude of the Highway Commission with respect to the matter, because it seems to them unreasonable for the company to donate land for right of way if the roads cannot be used. He inquired if the Commission would be interested in checking the county's surveys when they are made, to determine whether or not there is an eventuality that the roads might be taken over by the state at a later date. Chairman Cabell replied that inasmuch as the roads in question are county roads, the problem is one for the county to solve on its own

account. Further, that there is no chance of the state taking either road over as a secondary highway now, and no predictions can be made that the state will do so in the future. Mr. Kinney then inquired whether or not the Highway Commission is agreeable to cooperating in the improvements by furnishing construction equipment. He was informed that under present circumstances the Commission could not furnish such equipment if it wanted to, because it would be illegal, inasmuch as the roads are not on the state highway system.

Mr. John R. Latourette, Portland, appeared before the Commission at this time, by invitation, for discussion of the proposed Oregon City project. Chairman Cabell explained that the Commission is trying to ascertain what savings can be made by introducing sharper curvature in the proposed highway alignment at the Southern Pacific undercrossing and at 5th and Water Streets; but it appears that any alteration in the alignment that will reduce right of way costs will affect adversely the improvement as a whole. He inquired whether or not Mr. Latourette has any ideas as to what the right of way can be purchased for.

The Engineer gave as his thought that about $75,000 savings in right of way costs could be made by modifying the curvature at 5th and Water Streets and at the Southern Pacific crossing.

Chairman Cabell stated that the Commission believes that it is justified in putting on a project south of Main Street to the top of the hill near the Oregon City Foundry, by reason of the fact that the present crossing is bad and such improvement will serve the Oregon City business district in a better manner than that in which it is served now and will also provide a better route for Oregon City bridge traffic. He gave as his thought that an improvement of this kind could be made without committing the Commission to any particular route through Oregon City, which has been a matter of considerable controversy in the past, and that such project would stand on its own merits. He told Mr. Latourette that the state would purchase the right of way and construct such project but that is all it can do at the present time because the Commission is determined not to do anything toward the improvement of Water Street; and if Oregon City does not want the improvement as outlined, there are plenty of other places where the Commission can use the money to very good advantage. He asked Mr. Latourette for an early decision by the people of Oregon City because the Bureau of Public Roads is particularly anxious to have the Commission's entire program before December first. Mr. Latourette stated that he was inclined to favor the proposition himself but he could not speak for his constituents until he had an opportunity to talk to them. He said that he would do that at once and advise the Commission of their reaction.

Following the conference with Mr. Latourette the Commission discussed the matter of furnishing the Bureau of Public Roads with a complete list of projects for the construction program involving federal moneys.

The Engineer advised that he would have a program ready for acceptance by the Commission on Saturday, November 30.

Commissioner Aldrich asked to be excused from attending the meeting scheduled for that day and stated that, in so far as he is concerned, it





would be quite satisfactory for Chairman Cabell to approve the program, including the Oregon City project. Chairman Cabell accepted this responsibility, subject to Commissioner Aldrich's approval by phone.

Mr. George Buck, County Roadmaster of Multnomah County, was present and asked the Commission to release to Multnomah County the amount of $10,000 the state withheld from the county in connection with the Fourth Street agreement. The Engineer explained that the former Highway Commission entered into an agreement with Multnomah County whereby the county was supposed to furnish the right of way for the Fourth Street improvement, outside of the city of Portland, estimated to cost $136,000, and the state was to do the construction work. However, at the county's request the state purchased the right of way and the county did the grading work with the understanding that the county was to receive credit for the cost of the right of way. He further explained that the county finished the grading work but left undone certain things which the state had to complete and so it was mutually agreed that the state would withhold $10,000 from the amount due the county until the state work was completed, so that the cost thereof could be ascertained; and it was contemplated to deduct the cost of such work from the $10,000 and pay the county the difference. He particularly mentioned some culverts which the county failed to install. Mr. Buck stated that there is a difference of opinion as to the installation of the culverts and it was their understanding that the county was supposed to install cross-culverts only and not those which were installed by the state longitudinally with the highway.

After considerable discussion of this matter the Commission ordered that the county be paid the sum of $10,000 less the cost of constructing the cross-culverts and of cementing the joints in all of the culverts.

The Engineer discussed with the Commission the budget for 1936, covering section maintenance, extra gang maintenance, and minor betterments on primary highways, including supervision, bridge maintenance, erection of signs and painting of traffic stops. He estimated that there would be required for strictly maintenance purposes on primary highways during 1936 the sum of $2,350,000 and for minor betterments there would be needed the sum of $190,000. He requested authority from the Commission to reserve state funds in those amounts for such purposes. After due consideration the Commission approved the Engineer's request by unanimous vote.

The Engineer reported the following amounts available for roadside improvement:

| | |
|---|---|
| 1935 N.R.A. funds | $18,000 |
| 1936 W.P.A. funds | 25,000 |
| 1936 Regular Federal Aid funds | 30,000 |

He submitted a list of projects for the Commission's consideration in adopting a program for such funds, from which the Commission selected the following:

| National Recovery Projects (1935 Funds) | | |
|---|---|---|
| Landscaping ends of Coos Bay bridge | $18,000 | |
| | | $18,000 |

(Continued next page)

| | | | |
|---|---|---|---|
| | Works Program Projects (1936 Relief Funds) | | |
| 1. | Top soil slope cover on Neahkahnie Mountain | $15,000 | |
| 2. | Oasis development - Arlington to Umatilla | 10,000 | |
| | | | $25,000 |
| | Regular Federal Aid Projects (1936 Funds) | | |
| 1. | Landscaping ends of Yaquina Bay bridge | $17,500 | |
| 2. | Roadside improvement in city of Milwaukie | 7,500 | |
| 3. | Roadside planting - La Grande to Hot Lake | 5,000 | |
| | | | $30,000 |
| | | | $73,000 |

The Commission also decided to include additional top soil projects in the program if funds are available, but deferred naming specific projects.

The Attorney reported on the status of scquisition of right of way for the south approach of the Coos Bay bridge at North Bend in Coos County. He said that he offered the Coos Bay Logging Company, which owns the property, $1000 for their interest but the company demands payment in the sum of $27,500, claiming that the highway construction has severed their property, rendering useless for their purpose the portion on the opposite side of the highway from their mill. He also said that in accordance with authority previously given him by the Commission, he has filed condemnation proceedings to acquire the right of way and it is expected that the trial will take place in the near future, and that he believes the outcome thereof would be more favorable to the state if the Commission would consent to letting the mill people maintain a roadway under the bridge so as to give them access to the property that has been cut off by the highway. He suggested that it would be advisable to authorize the court to include in the final judgment or decree, provision that the company may maintain such roadway under the bridge, between certain arches, and explained that ordinarily an attorney would have the right to bind his clients in a situation of this kind, but inasmuch as he is representing a public body his right might be challenged and he thought it best to secure the Commission's consent to such procedure beforehand. The Commission approved the Attorney's suggestion and instructed him to prepare a form of resolution covering the matter, after consulting with the Bridge Engineer in regard thereto, for consideration at the next meeting.

The Engineer reported that contractor J. J. Badraun, who has the contract for the construction of a bridge over the Calapooya River on the Halsey-Sweet Home Secondary Highway in Linn County, being State Highway Contract No. 1586, has presented a claim for extra compensation in the amount of $4157.75 in connection with this job, which claim, in the Engineer's estimation, is unfounded and should not be paid. Also, that the matter has been taken up with the agent of the bonding company which wrote the bond in connection with this job, who has offered to accept the sum of $214.62 as settlement in full. He advised that there is sufficient supporting evidence to justify the payment of this amount, and recommended the acceptance of the offer in order to avoid litigation. After due consideration, the Commission approved the settlement of this claim for the sum of $214.62, as recommended by the Engineer.

The Commission approved the minutes of meetings held on July 24, 25, and 26; August 14 and 15; September 5 and 6; and September 9, 10, 11 and 13,





1935, subject to concurrence of former State Highway Commissioner Carl G. Washburne.

The Commission considered the matter of acquisition of right of way for the East Portland-Oregon City Highway between 17th Street and Union Avenue, Portland, including that required in the vicinity of the Inman-Poulsen Lumber Company mill and authorized the taking of six-month options for right of way needed in the vicinity of the Inman-Poulsen Lumber Company mill and the taking of longer options, if possible to obtain them, for that needed for the balance of the section, having in mind that the state would have to pay for this right of way with state funds, because the city has no money available for such purpose.

The Engineer then asked the Commission for definite instructions in regard to the type of structure to design for the proposed viaduct over the Southern Pacific Company's tracks near the Inman-Poulsen Lumber Company mill, designs involving both concrete and timber having been previously considered. After considerable discussion the Commission ordered a Portland cement concrete structure at this location, but instructed the Engineer to prepare designs and call for bids for both types of construction, concrete and timber, for the proposed 102d Avenue overcrossing of the O.W.R.& N.Co.'s tracks east of Portland. The Commission authorized the Engineer to advertise both projects for bids as soon as the plans can be prepared.

There were presented to the Commission letters from A. M. Eppstein, President of the Oregon Automobile Company, Portland, and R. H. Bassett, attorney, Salem, calling to the Commission's attention a dangerous condition which exists on the West Side Pacific Highway in the vicinity of Six Corners, east of Newberg. It appears that there is a slight curve in the highway at this point and that the highway pavement which contains considerable crown, becomes very slick when wet or frosty, causing numerous accidents, and that in order to avoid such condition the highway should be re-surfaced with non-skid material. The Engineer advised that an investigation was made of these complaints and it was found that for a distance of approximately five miles between the towns of Tigard and McMinnville there are short sections of this highway that are very slippery, especially during the first rain after a long dry period, when the accumulation of lubricating oils has formed on the pavement. He suggested that it might be advisable to erect special signs calling attention to the slippery condition of the pavement and to construct a non-skid surface on the dangerous sections next year when weather conditions are suitable for such work. He also said that he would see that the section is well sanded during the coming winter in order to eliminate as much as possible the unsatisfactory conditions until the highway can be repaired. The Commission approved the Engineer's suggestion by unanimous vote and instructed the Secretary to so inform Mr. Eppstein and Mr. Bassett.

The Engineer reported the need of an additional storage building to house equipment at the Corvallis maintenance headquarters, particularly power graders, mowing machines, asphalt kettles and some bridge lumber. He gave as his thought that an open storage building costing about $1000 would be suitable for such purpose. He requested authority to construct such a building

with state forces. The Commission approved the Engineer's request by unanimous vote.

The Attorney reported on the matter of the encroachment of a barn, belonging to one Vern McGill, on the right of way of the Coos Bay-Roseburg Highway near Myrtle Point in Coos County. It appears that Coos County in 1922 acquired by resolution a 60-foot right of way for this highway and paid to Mr. McGill $248.05 for land taken from him, but no consideration was paid for the barn, which was located partly on the right of way, although the county agreed to remove the barn from the highway. It also appears that 13 years have elapsed since this agreement was made but the barn has never been moved and still exists as a hazard to the people that use this highway. It also appears that in 1933 an agreement was reached among Mr. McGill, County Judge D. F. Thompson, and the representative of the State Highway Department, whereby the state was to build a foundation on the opposite side of the road on which to move the barn and that the county was to move the barn to this foundation or pay Mr. McGill the value of the barn and let him build a new one on this foundation, but the county to date has failed to fulfill its part of the agreement although the foundation was constructed by the state in accordance with the understanding. The Attorney advised that he wrote Mr. McGill on November 22, calling his attention to the fact that the barn in its present location constitutes a hazard to traffic and that as the matter now stands both he and the county might be made defendants in a damage suit were an accident to happen caused by the fact that the barn projects out onto the highway and such accident resulted in personal injury or property damage, and that he recommended to Mr. McGill immediate action to the end that this hazard be removed. He inquired as to the wishes of the Commission in regard to the matter. After some discussion the Commission decided to defer action pending receipt of Mr. McGill's reply to the Attorney's letter.

The Engineer reported receipt of information from the W.P.A. office in Portland that they have been informed by their Washington, D.C., office that it is possible under the W.P.A. setup to finance with W.P.A. funds up to about $300,000 state primary and secondary highway improvements such as sloping of banks, construction of drainage ditches, cleaning out of culverts, trimming and cutting of brush, and the improvement of roadsides, providing the state will sponsor the projects and will furnish small tools, transportation and supervision and will confine such work to W.P.A. District No. 2, comprising the following counties: Clatsop, Columbia, Washington, Clackamas, Multnomah, and Hood River. He stated that he did not believe that it would be possible to use the full sum of $300,000 for such purpose in the six northwest counties, because it would be necessary to purchase additional equipment and increase the maintenance forces beyond reason; but he might be able to use $20,000 to good advantage. He requested instructions from the Commission whether or not to attempt to secure such amount. After some discussion the Commission instructed the Engineer to make further investigation and endeavor to secure $20,000 of this money if it does not require too large a contribution of state funds.

The Engineer reported on the question of change in grades of city streets, damage, etc., relative to the proposed undercrossing on Union Avenue





near the Inman-Poulsen Lumber Company mill. He said that this crossing is within a city of over 100,000 population, hence the Public Utilities Commissioner does not have jurisdiction and it would be unnecessary to present a petition to him requesting authority to build this structure. However, it will be necessary for the city of Portland to approve the changes in street grades affected by the improvement. He further stated that Mr. L. G. Apperson, City Engineer, Portland, with whom the matter was discussed, advised that the city council will approve the changes in the street grades but will not commit the city to participate in or pay any damages on account of such changes, nor will the city cooperate in any right of way costs or in any costs of the structure; in other words, the city will render no financial assistance whatever in connection with this project. He said that he is bringing the matter to the attention of the Commission at this time because it appears that if the project is undertaken the state will have to pay not only right of way costs but also damage claims of property owners whose properties are affected by the changes in the street grades.

Commissioner Aldrich inquired as to approximately how much the damages would amount to. The Engineer replied that that could not be determined until options have been secured for the right of way. The Commission decided inasmuch as the Engineer has already been authorized to take options for this right of way, to defer further action on the matter pending a report on the probable costs thereof.

A letter was presented from the Riverton Land Company, Portland, owners of the V-shaped tract of land lying south of the junction of Vancouver Avenue and Union Avenue, Portland, opposing the proposed grade change and undercrossing at the intersection of these two streets upon the ground that it will work great damage to their property. The Commission ordered the communication acknowledged and filed.

The Engineer requested authority to install a "wig-wag" signal at the crossing of the Midland Market Road and the Great Northern Railroad tracks in Klamath County, which signal, he said, is particularly needed for the protection of the large volume of traffic that uses this road. He estimated that the installation would cost not to exceed $1500. The Commission approved the Engineer's request by unanimous vote.

The Engineer reported that the contracting firm of Orino, Birkemeier and Saremal are producing a considerable amount of railroad ballast from the state quarry located about two miles west of Bonneville, which ballast is to be used in connection with a contract they have with the Government at Bonneville Dam, and that in connection with their quarry operations there is a considerable amount of 3/4"-0" rejection material which they have offered to sell to the state at $1.00 per cubic yard in the bunkers or at the rate of $1.25 per cubic yard in stock piles within three miles of the quarry. He said that the Highway Department can use this rejection material to good advantage and recommended acceptance of the offer; payment for which, he said, could be effected by crediting them on the amount they owe the state for the privilege of using this quarry for their private purposes. The Commission approved the Engineer's recommendation by unanimous vote and authorized him to purchase as much of this material as is needed for highway purposes.

The Engineer reported receipt of a complaint from the city of Seaside, Oregon, regarding drainage conditions along the state highway route through that town. He said that this complaint has been investigated and that there is some justification for the same, although conditions are not nearly as bad as the city alleges. Further, that to correct the situation will necessitate the construction of curbs, gutters, and storm sewers, which will cost a considerable sum of money. He said that this work will eventually have to be done but recommended its postponement because, in his estimation, the necessity for the same does not justify the expense at this time. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration at this time the matter of constructing an oil surface on the road extending from the Central Oregon Highway to the state park located at the top of Pilot Butte, near Bend. The Engineer advised that it would cost about $3,500 to oil this road and recommended such expenditure. The Commission approved the Engineer's recommendation unanimously upon motion of Commissioner Aldrich, which was seconded by Chairman Cabell, the cost thereof to be paid out of the funds budgeted for state park improvements.

The Engineer discussed with the Commission the result of surveys for a road extending down the Willamette River from the Champoeg State Park to a connection with the Beaverton-Aurora Secondary Highway, east of Butteville. He said that it has been proposed to follow along the Willamette River the entire distance in order to gain advantage of the river scenery and because it is a historical route, but right of way difficulties have been encountered by reason of the fact that the location takes in some houses east of Butteville. He suggested, in order to avoid such a situation, that the highway be routed along the existing county road easterly from the town of Butteville to a connection with the secondary highway about two miles south of the Willamette River, which road is to be oiled by Marion County. In the discussion of this matter it was brought out that the improvement contemplated by the Commission for early construction extends only from Champoeg Park to the town of Butteville, hence immediate action on the proposed re-routing east of Butteville is not of immediate concern. In view of the circumstances the Commission decided to defer action on the change proposed by the Engineer until such time as the improvement is extended easterly from the present proposed terminus.

The Engineer asked the Commission to confirm the oral authority previously given him to conduct a reconnaissance survey of the secondary highway which extends westerly from the town of Vale, in Malheur County, and is known as Graham Boulevard, to determine the cost to improve this road and to obtain rights of way therefor, it appearing desirable to obtain this information before the cost is enhanced due to the improvement of the land which will soon be placed under irrigation. The Commission approved the Engineer's request by unanimous vote and authorized him to undertake such survey and investigation.

The Engineer reported on the cost to improve a branch road extending from the Pacific Highway to the State Experiment Station located near Medford,





as previously ordered by the Commission. He said that the Medford Experiment Station buildings are located about two and one-half miles south of the court house in Medford; that the road is now oiled and in good condition for two miles but that the section from the end of the oiled road to the buildings is merely a graveled surface road and needs repairing. He estimated that it would cost about $2,250 to stabilize this one-half mile section, which would require about 600 cubic yards of crushed gravel, and to construct an oil mat surface thereon. After some discussion the Commission indicated that it cared not to expend state funds for such improvement but it might approve an expenditure of government money for such purpose and to improve the roads leading to other experiment stations, if any savings accrue in the present program for federal moneys that must be expended for county road construction or if the government appropriates additional funds to finance the improvement of roads of this class.

The Engineer reported that a Mr. J. F. Yoerger has constructed a gasoline pump on the right of way of the Mt. Hood Highway at Sandy, he being of the impression that he was within his rights in doing so inasmuch as the location is within the city and the city has never objected to such installations at the curb line on city streets; also, that when he was requested to move the pump to a location ten feet from the right of way line in accordance with the provisions of the resolution recently adopted by the Commission, he refused to do so because he felt that he was being singled out and discriminated against, and declared that he would not move the pump any farther than just off the highway right of way, which will necessitate the parking of cars on the highway right of way in order to obtain service at his place of business. He requested instructions from the Commission in regard to the matter. Chairman Cabell expressed his desire to inspect the premises before taking action. Whereupon the matter was referred to him with full power to act.

The Engineer discussed with the Commission the question as to what to do to reduce the hazards where logging trucks enter main highways. It appears that in order to facilitate the moving and trucking of logs to market, it is the practice of logging operators to construct their logging roads in locations to best suit their convenience and that very little consideration is given to the manner of approach of such roads to the main highways and to the effect that logging trucks entering the highway will have on other highway traffic, and as a result extremely dangerous conditions develop, which some day, no doubt, will be the cause of serious traffic accidents unless precautionary measures are taken to prevent them. The Engineer read a report from Resident Maintenance Engineer G. S. Gray, Tillamook, on this subject and particularly concerning two such situations in his district. The Attorney advised that the Commission can be held responsible and liable for injury or damage that occurs to persons or property by reason of log hauling operations that are being carried on under permit issued by the Public Utilities Commissioner upon recommendation of the Highway Commission. He also advised that the Commission has legal authority to designate the location where such logging roads may enter the highway and suggested that such authority be exercised in order to relieve the Commission from such responsibility and to lessen the possibility of accidents occurring. He also suggested that it would be advisable for the Engineer to ascertain where such hazards exist and to see

that the operators correct the conditions in the interests of public safety, under penalty of having their permits revoked if they do not comply with instructions, and the apparent danger justifies such action.

After considerable discussion of this matter the Commission referred it to the Engineer with instructions to confer with the Public Utilities Commissioner and the Superintendent of the Department of State Police in regard thereto and to take such action as may be necessary to provide protection to the traveling public.

The Engineer brought up for discussion the programming of the $30,000 of Federal Relief moneys heretofore set up by the Commission for expenditure on county roads in Yamhill County. He pointed out that $20,000 of this money was one time set aside by the Commission to finance the construction of a bridge on the county road at Sheridan, as requested by the Yamhill County Court, but it now developes that this particular bridge is located within the city limits of Sheridan, hence is not eligible for such funds. He further stated that this situation was brought to the attention of the Yamhill County Court, which has requested that the funds be re-allocated to the following projects:

1. Oiling - McMinnville city limits north and west 2½ miles on market roads #9 and #21 $10,000

2. Oiling - McMinnville-Tillamook Highway north 1 mile on market road #3 5,000

3. Oiling - Willamina, north 1 mile on market road # 10 5,000

The Engineer recommended the approval of such substitution of projects as requested by the County Court. The Commission approved the Engineer's recommendation unanimously.

The Engineer reported on the cost to construct a cattle pass across the Green Springs Highway at Soda Gulch, in Jackson County, as requested by Mr. George D. Williams of Ashland. He said that Soda Gulch bridge is a frame structure containing four spans, each of which is 13 feet long, and that there is a clearance of 13 feet from the bottom of the stringers in one of the center spans to the stream bed, which would provide sufficient space for the passage of cattle were it not for some 8" x 8" struts between the sills, which obstruct the opening. A passageway sufficiently large, he said, could be made by lowering the sills, which would cost about $20.00. He recommended approval of expenditure of such amount for such purpose. The Commission approved the Engineer's recommendation unanimously.

The Engineer discussed with the Commission matters pertaining to a proposed re-routing of The Dalles-California Highway through the southerly section of the city of Bend; namely, from the intersection of Franklin Avenue and Hill Street southeasterly, following along Scott Street to a connection with the present highway near Third and Davis Streets, eliminating the right-





angle turn in the present route at the intersection of Third and Franklin Streets, and two railroad grade crossings, one of which is on Franklin Avenue between Division Street and First Street, and the other on Third Street between Railroad Street and Scott Street. After a lengthy discussion of this matter the Commission decided to retain the present route of this highway along Franklin Avenue and Third Street for the time being. The Commission also decided to include in the program for railroad grade crossing elimination funds an allotment for the construction of a grade separation structure over the tracks of the Oregon Trunk Railroad on Third Street, rather than for the elimination of the grade crossing on Franklin Avenue, as has been proposed and urged by certain people of Bend.

In accordance with instructions previously given by the Commission, I. M. Schannep, Assistant Attorney, reported the following amounts due the state from the several counties on account of highway construction work, such amounts representing balances due as per cooperative agreements heretofore entered into between the State Highway Commission and the counties:

| County | Payments by Counties 1931-1935 inc. | Unpaid County Obligations |
|---|---|---|
| Clatsop | $ 59,070.98 | $ 50,000.00 |
| Deschutes | - - - - - | 10,900.00 |
| Douglas | 197,013.98 | 13,094.67 |
| Harney | 18,677.06 | - - - - - |
| Josephine | 10,000.00 | - - - - - |
| Lake | 15,098.81 | - - - - - |
| Lane | 503,529.47 | 350,000.00 * |
| Lincoln | - - - - - | 16,000.00 |
| Linn | 40,096.32 | 15,000.00 * |
| Polk | - - - - - | 106,463.03 |
| Tillamook | 31,896.00 | 78,104.00 |
| Wallowa | - - - - - | 41,940.51 |
| Wheeler | 5,000.00 | 5,000.00 |
| | $880,382.62 | $686,502.21 |

* Approximate amounts

The Commission adjourned at 6:00 o'clock p. m. to reconvene at 9:00 o'clock the following morning in the same room.

Portland, Oregon, November 27, 1935.

The State Highway Commission reconvened at 9:00 o'clock a. m. in Room 1203 Benson Hotel with the same members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary

A delegation consisting of fifteen residents of Oregon City and vicinity, headed by Mr. John R. Latourette, came before the Commission at this time in regard to the proposed Oregon City project. Chairman Cabell announced

the decision of the Commission in regard to this project, as was expressed to Mr. John R. Latourette on the previous day; namely, that the Commission will construct a new undercrossing of the Southern Pacific tracks in Oregon City and will widen and improve the present route of the Pacific Highway for four lanes of traffic from the southern or easterly side of Main Street to a point 1500 feet south of the railroad crossing, which point is the limit to which the Federal Railroad Grade Elimination money can be used to finance the work. The Commission will also extend the improvement in a southerly direction to the top of the hill near the Oregon City Foundry in the event moneys can be found to finance such work. He explained that this improvement will involve considerable rock excavation south of the railroad crossing and it is planned to distribute this material on the westerly side of Water Street, which is the most convenient place to dispose of it from the state's standpoint, and where it can be used in the improvement of Water Street as the state highway route if the Commission later selects this route as the permanent route for this highway. He also said that the state will acquire the right of way for the present proposed improvement at state expense. He made it clear that this improvement does not bind or commit the Commission in any way to select Water Street as the permanent route of the highway through Oregon City, and that the Commission will feel free to select the bluff route for such purpose if that is determined advisable and best.

Mr. M. D. Latourette voiced approval of the Commission's decision in this matter and moved that the Commission's plan be approved by the delegation. The motion was duly seconded and carried by the unanimous vote of the delegation.

Col. Thos. M. Robbins, Chief of the U. S. Army Engineers, came before the Commission relative to the routing of the new Columbia River Highway in the vicinity of Tanner Creek, Multnomah County, and particularly in regard to the alignment proposed by Mr. Samuel C. Lancaster. The State Highway Engineer pointed out that the estimated cost to construct on the Lancaster line is $487,000, whereas to construct on the alignment originally proposed by himself would cost only about $345,000. He also pointed out that the Lancaster line, in his estimation, is inferior because it involves tunnel construction, which is undesirable; construction of a backfill where there should be a bridge; and has a very bad grade line. He suggested a compromise line, known as the "L-12" line, which he said would miss the fish pond, which is one of the points in controversy, and would cost only $384,000. After considerable discussion of this matter it was mutually agreed as follows: that the Highway Commission obligates the state to build along the L-12 line, the center line of which at the easterly end is approximately 210 feet south of the newly constructed railroad viaduct and lies south of the aforementioned fish pond; that the army engineers will give to the state free of cost the necessary right of way for a highway 100 feet wide on each side of the center line of the highway through what is known as the Hill property, the said center line being approximately 150 feet south of the Hill house.

The Engineer then discussed with Col. Robbins matters pertaining to the army engineers' investigation in regard to the control of floods in the Willamette valley. He gave as his understanding that the army engineers are





conducting such investigation, which will eventually involve the construction of a series of dams on the North Santiam and South Santiam Rivers and on the Willamette River for the control of the flood waters of those streams, and pointed out that if these plans materialize it will affect seriously state highways in the vicinity of these streams. Col. Robbins admitted that such investigations are being carried on by Mr. Grimm of his office and advised that Mr. Grimm will be glad to divulge any information relative thereto at any time upon request. He also said that he has no idea when the dams will be constructed, but in any event the state will not be called upon to pay the cost of relocating the highways that would be affected by them. He added that his report on this subject will not be ready until next summer.

Harold Say, Director of the Travel and Information Department, was present and reported on matters concerning his department. He explained that the advisory committee appointed by the Commission to recommend policies in regard to the activities of his department met on November 26, at which time a tentative program for such activities was arranged, and recommended policies considered, which matters will be finally acted upon at a meeting of the committee to be held on November 29. He advised that the budget as tentatively recommended by the committee for 1936, provides for an expenditure of $58,000, of which about $35,000 has been set up for space advertising in California, the mid-western states, and in Canada; also, that it will be the recommendation of the committee that a nationally recognized advertising agency be employed to assist in the preparation and placing of copy. After due consideration the Commission approved the report but directed that expenditures for publicity purposes during 1936 shall not exceed the sum of $50,000.

The Engineer requested authority to subscribe to "The Oregonian" and the "Oregon Journal" for the benefit of the Travel and Information Department. The Commission approved the Engineer's request by unanimous vote.

The Engineer reported that in conformance with authority previously given him by the Commission he awarded to contractors Edlefsen-Weygandt Company, on November 13, the contract for the construction of the Branson Creek-Rock Creek project on the John Day Highway, in Grant County, for which the Commission took bids on November 7; also, that on November 18 he awarded to Edlefsen-Weygandt Company the contract for the construction of the 122d Avenue (Buckley Road) project in Multnomah County. this company having submitted the low bid for such work on November 7, the conditions of the awards having been satisfied. He further reported that on November 21, in accordance with the Commission's previous instructions, he awarded to Contractor James Crick the contract for the construction of the Pendleton Hill Section of the Old Oregon Trail in Umatilla County, Mr. Crick having submitted the low bid for such work on November 7, and the conditions of the award having been satisfied. The Commission by unanimous vote confirmed the awards of these contracts as made by the Engineer.

The Commission had under consideration a claim of contractors Jacobsen-Jensen Company for extra compensation arising out of their contract for the paving of the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah and Washington Counties. It appears that the

contract called for the production of a certain amount of selected road-bed topping from a gravel pit located near the job, but that after due exploration at the site of the pit the contractors of their own volition decided to give up this source of materials and to secure their materials from another source; also, that the Commission agreed to the change in pits and signed an agreement with the contractors covering the matter. It also appears that upon completion of the project the contractors found that they did not realize anticipated profits and now claim additional payment in the amount of about $2,900 for extra hauling from the new pit. The Engineer advised that in his estimation the contractors have no legal right to any additional compensation inasmuch as they voluntarily suggested the terms for the change in pits, although they could have made out a very good case had they insisted that the site provided by the state was unsuitable and had refused to proceed with their contract until the state furnished a more satisfactory pit. He said he wanted to be perfectly fair in the matter and would not insist that the modified contract be rigorously followed and would be agreeable to an adjustment for the extra haul if the Commission considers that proper and equitable.

Chairman Cabell gave as his thought that the payment of this claim would establish a precedent that would be too dangerous to approve in handling public money. He also stated that if the claim was a legal one, the Commission could dispose of it by compromise; but inasmuch as it apparently is not a legal claim and there is no evidence to support the payment, the only safe thing to do is to deny it. Commissioner Aldrich concurred in the view of the Chairman. The Engineer was instructed to inform the contractors accordingly.

The Commission also had under consideration the claim of Mr. B. R. Wilson for repairs to his car, which he alleges was damaged when driving it off the Coos Bay ferry slip on September 29th. It appears that Mr. Wilson's car was damaged as a result of disregarding the signals of the man attending the ferry slip, he having moved his car ahead against the orders of the operator of the ferry. The Engineer advised that in his estimation the ferry operator was not at fault and that the accident was the direct result of non-compliance with the operator's signals; therefore, the state is not responsible to Mr. Wilson in any way. He recommended, in view of the circumstances, that the claim be denied. The Commission approved the Engineer's recommendation by unanimous vote.

A resolution was presented from the North Bend Chamber of Commerce suggesting that the new bridge which is being constructed across Coos Bay at North Bend be named "A. M. Simpson Memorial Bridge" in honor of Captain A. M. Simpson who was a pioneer of the Coos Bay district. Ed. W. Miller, Manager of the Oregon Coast Highway Association, was present and stated that there appears to be a controversy in regard to the naming of this bridge, some people desiring it to be named "A. M. Simpson Memorial Bridge" and others "Coos Bay Bridge". The Commission deferred the naming of this bridge until some future date.

The Secretary reported the receipt of a complaint from Mr. Frank Seal, Port Orford, that the corporation which is building the new dock at Port





Orford plans to charge private individuals exorbitant rates for the privilege of using this dock, which places the company in the status of a closed corporation and makes the cost of shipping lumber by boat prohibitive to private shippers. He advised that Mr. Seal objects to the state's spending its funds for the construction of a road leading to the company's dock unless the company will reduce its charges for the use of the dock. The Commission took no action in this matter.

The Commission considered the matter of prohibiting the parking of automobiles on the highway near the end of the Willamette River bridge in West Linn, but deferred action thereon pending inspection of the premises by Chairman Cabell.

The Engineer discussed with the Commission the matter of programming accumulated savings of Federal Funds. Action on this matter was deferred until the next meeting.

The Commission had under consideration a letter from the County Court of Wheeler County concerning the construction of the Fossil-Clarno Section of the Shaniko-Fossil Highway, in which the county advises that it must insist that 60% local labor be employed on this project, if the county is to contribute $4000 toward the cost of the work. The Engineer advised that it would be impossible to satisfy the demands of the county in this regard. After considerable discussion the Secretary was instructed to write the County Court that the Commission would like to comply with its request but cannot do so on account of the labor requirements covering the expenditure of federal moneys with which the Commission proposes to finance its share of the cost of the proposed project; also, in view of the circumstances, that the Commission will relieve the county of its obligation to contribute $4000 of county money to help finance this improvement, if the county so desires, and will limit construction to that which can be financed with the $8000 heretofore budgeted by the Commission for such purpose.

The Engineer reported receipt of a communication from the Bureau of Public Roads requesting the elimination of the right-angle turn at Main and West Streets in the town of Paisley in connection with the construction of the Chewaucan-Paisley Section of the Fremont Highway in Lake County. He estimated that it would cost approximately $1,430 to comply with this request, $1000 of which amount represents the cost of right of way, $100 the cost of wrecking four buildings, and $330 the cost of grading and surfacing. He recommended the approval of this expenditure in order to satisfy the requirements of the Bureau of Public Roads. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission considered and approved the oral authority previously given the Engineer to include in the current budget a setup of $15,000 of Federal Relief moneys for grading a 3½-mile section of the county road extending easterly from Bend to Tumalo Falls in Deschutes County.

The Commission read and ordered filed in the department records letters from the Tillamook Chamber of Commerce and North Tillamook Chamber of

Commerce requesting the elimination of sharp curves on the Oregon Coast Highway between Hobsonville and Bay City, in Tillamook County. The Commission also considered and ordered filed a letter from J. D. Honeyman, Portland, urging improvements in the Lower Columbia River Highway, to lessen traffic accidents.

A letter was presented from L. M. Lepper, Director of the East Side Commercial Club, Portland, urging the allocation of additional funds to finance the construction of another section of the Wolf Creek Highway. The Commission instructed the Engineer to advise Mr. Lepper of the financial set-up for this road.

A letter was presented from Walter W. R. May, Manager of the Portland Chamber of Commerce, urging the construction of view sites adjacent to the Upper Columbia River Highway to enable the general public to obtain views of the Bonneville Dam Construction from the Oregon side of the Columbia River. The Commission ordered that George Otten, Landscape Engineer, be instructed to accompany Mr. May on an inspection of desirable sites in this locality.

The Commission considered and denied an offer of Mr. Earl Duke, Newberg,Oregon,to purchase or lease from the state a small parcel of state-owned land located at the junction of the old and new highways near the easterly end of the new bridge over Chehalem Creek at Newberg. The Commission also denied the request of R. N. Morrison, Rex,Oregon,to take some rock from the state's quarry located at Rex for private road construction, it appearing to the Commission that to grant this request would establish a precedent that would be difficult to avoid in disposing of similar requests that arise in the future, and that it is illegal to dispose of state material in such manner.

A letter was presented from Simonds Paint Spray Brush Company of Dayton, Ohio, requesting a set of blueprints or photographs illustrating the highway stripe-painting machine which was designed and built at the Oregon Highway Department shops. The Engineer advised that this stripe-painting machine is not a patented article, and while it has been his practice in the past to furnish such plans to other highway departments, he hesitated to give this company a set of the plans without some assurance that they would not patent them. The Attorney advised that the machine would not be patentable if a story or an article concerning it appeared in a recognized trade journal prior to the time that a patent was requested. In view of the Attorney's opinion, the Commission instructed the Engineer to prepare such article for publication and to send a set of the plans to the Simonds Paint Spray Brush Company when the article has been printed.

The Commission also had under consideration a letter from Charles C. Reith, Patent Attorney, Minneapolis, Minnesota, inquiring when the Oregon Highway Department first started to use cutter bars in connection with snow removal equipment, which information he proposes to use in connection with a lawsuit which he now has under way involving the use of such bars. The Engineer stated that the cutter bars were first used by the Oregon Highway Department in 1928, but he hesitated to give such information to Mr. Reith without first consulting the Commission, because of the possibility that it might





involve the department in a legal controversy, which he wished to avoid. After some discussion the Commission authorized the Engineer to convey the information to Mr. Reith, it appearing that the possibility of the state becoming involved in the case is remote.

A letter was presented from the Aumsville Community Club, Aumsville, Oregon, requesting the oiling of the secondary highway which extends from the Cottage Farm to Aumsville, in Marion County. The Commission ordered that the club be informed that funds are not available to finance this improvement at the present time but that consideration will be given to it at such time as the Commission can spare money for the purpose.

A letter was presented from the Redmond Chamber of Commerce requesting the elimination of a dangerous curve on the Ochoco Highway about one-fourth mile east of the railroad crossing in Redmond. The Engineer advised that there are many dangerous curves on state highways throughout the state which cannot be eliminated without the expenditure of an immense sum of money, and there is a question which of these curves should be eliminated first. He pointed out that the Commission's finances will not permit embarking on a program of this kind at the present time and recommended that the request be denied. The Commission approved the Engineer's recommendation unanimously, but instructed the Secretary to inform the Chamber of Commerce that their project will be reconsidered later when the Commission's finances improve.

The Commission had under consideration the matter of permitting the Waldport Telephone Company, Waldport, Oregon, to cut and trim trees and shrubs along the Oregon Coast Highway between Florence and Sutton Lake in Lane County in connection with the construction of its pole line along this section. The Commission referred the matter to the Landscape Engineer for investigation and report.

A letter was presented from the town of Beaverton advising that the town proposes to obtain W.P.A. funds to finance concrete sidewalk construction along a number of streets in that town and that the property owners on Watson Street wish to take advantage of this opportunity to have walks constructed in front of their properties but that they hesitate to approve the project because this street is a secondary highway route and they are fearful that the Highway Department will widen the street at some future date and will destroy their sidewalks; wherefore, they desire information as to the plans of the Highway Commission for widening the street. The Engineer advised that the widening of Watson Street is a desirable project for some future time but the demands of traffic do not justify the expense now. He added that he has no plans for the improvement of this road in the near future and suggested that the city be permitted to proceed with its sidewalk construction project if they so desire and will not ask the state for any financial cooperation. The Commission approved the Engineer's suggestion by unanimous vote and instructed the Secretary to inform the city accordingly.

A resolution was presented from Eureka Lodge No. 32, Independent Order of Odd Fellows, Pendleton, Oregon, opposing the closing of East Court Street, Pendleton, to vehicular traffic across the tracks of the O.W.R.& N.Co.,

as is proposed in connection with the East Pendleton railroad grade separation project. The Commission ordered the communication filed.

The Commission had under consideration a request from Mr. C. R. Harvey, Bend, for permission to dig test pits on state park property in connection with prospecting for minerals. The Commission denied the request in view of the fact that the state parks have been acquired for general public use and not for private gain.

The Engineer reported that County Commissioner E. H. Lindsey of Tillamook County has requested that provision be made in the plans for the proposed Wheeler-Manzanita Junction oiling project, for the oiling of the county road which extends from the Wheeler-Manzanita Section along the main street of Nehalem to the county shops. He estimated that this extra work would necessitate increasing the allotment heretofore budgeted by the Commission for the Wheeler-Manzanita Junction project - about $1800 - and recommended that the request be denied in view of the scarcity of funds available. The commission approved the Engineer's recommendation by unanimous vote.

The Secretary presented a petition signed by 508 residents of St. Helens and vicinity, Columbia County, requesting the widening of the Lower Columbia River Highway through the city of St. Helens. The Commission deferred action on this petition for future consideration and instructed the Secretary to so inform the petitioners.

The Commission had under consideration a letter from Mr. Glen Hill, Telocaset, Oregon, requesting the designation and maintenance as a secondary state highway of the county road extending from the junction of the Old Oregon Trail at Telocaset to a point opposite the Telocaset school house, a distance of about five-eighths mile. The Commission denied the request as a matter of policy and instructed the Secretary to so inform Mr. Hill.

A letter was presented from W. F. Groves, Secretary of the West Side Pacific Highway Association, Corvallis, in which the Commission was urged to reconstruct the proposed cutoff road extending from Amity to Dayton in Yamhill County. The Commission instructed the Secretary to inform Mr. Groves that this project was included at one time in the Commission's construction program but was eliminated therefrom because Yamhill County could not acquire needed right of way, but the project will be reconsidered when the right of way is acquired, if there are funds available to finance the work.

The Commission considered and ordered filed in the proper records a letter from Mr. Axel Jackson, Portland, urging completion of the Wolf Creek Highway and opposing the proposed construction of the new highway from Portland to Aurora via Wilsonville.

The Commission also ordered filed in the department records a letter from Local Union No. 2674, Lumber and Sawmill Workers, Bradwood, Oregon, urging the Commission to use as much lumber as is possible in connection with highway construction work.





The Commission adjourned at 1:00 o'clock p. m. and reconvened at 2:30 o'clock p. m. in Room 1203 Benson Hotel, with the same persons present and participating.

The Attorney submitted a written report, dated November 23, 1935, with respect to the state's legal responsibility or obligation to respond to the claim made by Wm. von der Hellen for an increase in the amount of his final payment in connection with his contract No. 1502 with the State Highway Commission for grading the 1.51 miles section of the Pacific Highway between Neil Creek and Barron Creek in Jackson County, in which report the Attorney gives as his opinion that on the theory presented by the contractor and his attorney, the Commission is under no legal obligation to set aside the final payment award made by the Engineer, and in lieu thereof to substitute an award in harmony with the theory and contention of the contractor and his attorney. The Commission approved the report after due consideration and denied the claim of Mr. von der Hellen for such extra compensation.

Mr. George Otten, Landscape Engineer, was present and reported on several landscaping projects as follows:

1. Oases Development Adjacent to the Columbia River Highway near Castle Rock and near Messner, in Morrow County:

Mr. Otten exhibited sketch plans for such oases and explained the details thereof, which include the development of areas on each side of the highway by planting trees, shrubbery, construction of roadways, trails, etc., and the piping of water for irrigation purposes, all of which is for the benefit of tourists and other pleasure seekers. The Parks Engineer gave as his thought that the construction of such oases would be a fine thing, if given proper care. The State Highway Engineer also expressed his approval of the projects and recommended their approval by the Commission. After considerable discussion the Commission approved the projects and ordered them included in the current construction program for landscaping funds. The Commission also authorized the acquisition of land needed therefor and ordered that the limits of the projects be extended about one-fourth mile on each side of the highway so as to provide ample protection to the oases development.

2. Lewis and Clark Monument Site at The Dalles, Wasco County:

Mr. Otten reported that the Lions Club of The Dalles proposes to construct a monument as a W.P.A. project, on a site adjacent to the Columbia River Highway, land for which it is expected will be donated for the purpose by Dr. Fred Thompson; that the city of The Dalles will furnish water for irrigation and other purposes and will maintain the site as a city park; but requests the state to develop the site and to construct a roadway entrance thereto. He exhibited a sketch showing the proposed layout. The Engineer recommended the adoption of the plan and the construction of the project in the event savings accrue to finance it. The Commission approved the Engineer's recommendation, subject to the condition that Dr. Thompson donates the land for the project.

In this connection the Engineer reported that Dr. Thompson is desirous of obtaining from the state a small parcel of state-owned property, located adjacent to the highway in this vicinity, on which to construct a service station, and has offered to give to the state in exchange for such property certain land that he owns in this location which he believes the state could make good use of as a quarry or stock pile site. He recommended such exchange of properties in the event that investigation reveals that the state would benefit thereby, but he suggested that such exchange be deferred until Dr. Thompson has actually conveyed to the city of The Dalles the land needed for the monument site and for the roadway leading thereto. The Commission approved the Engineer's recommendation by unanimous vote.

3. Landscaping Yaquina Bay Bridge Ends:
Mr. Otten exhibited sketches showing the proposed layout for each approach to this structure and explained the details thereof, which include the construction of a cloverleaf affair for elimination of cross traffic at the north end of the bridge. The Commission approved the proposed plans for both approaches on recommendation of the Engineer.

4. Monument Site at Milwaukie:
This project involves the development of a small area on which the Daughters of the American Revolution propose to erect a monument in honor of Father DeSmet, an outstanding missionary of the early days. The site is located adjacent to the East Portland-Oregon City Highway, opposite Kellogg Lake, in Milwaukie. Mr. Otten exhibited a sketch, showing plans for the development of the property and explained the details thereof. The Commission approved the project by unanimous vote.

5. Landscaping the Right of Way of the Oregon Coast Highway along the Neahkahnie Mountain Section:
Mr. Otten explained that he has given careful study to this project and has arrived at the conclusion that the best way to heal the scars and disfiguaations caused by highway construction would be to cover the slopes with native trees, shrubs, and other plants. It was his thought that such method of treatment would satisfy the requirements of the people who are particularly interested in maintaining the natural beauties of this location. The Commission approved the plans for this improvement.

Mr. Otten advised that his ideas have been requested regarding the proposal of a Mr. Voisin, sculptor, Portland, to place statues portraying early pioneer characters on the ends of the new Coos Bay Bridge, as an ornamentation to such structure, and reported that he is opposed to such decoration because, in his estimation, it would spoil and detract from the beauties of the bridge. The Commission took no action on this matter.

Mr. Otten also reported the receipt of an offer from the A. McGill & Son Nursery, Portland, to donate to the state 500 crab apple trees for use in connection with landscaping work. He said that he could not use these trees





and recommended that the offer be declined with thanks. The Commission approved the recommendation.

Mr. Otten advised that he was present at the meeting on the previous day when the Commission had under consideration a report from the Engineer in regard to the W.P.A. moneys which are available for improvements along state highway rights of way, and is of the opinion that he could use a considerable amount of this money for landscaping work if it is available for such purposes. He was instructed by the Commission to contact the W.P.A. officials in regard thereto and report thereon at the next meeting.

S. H. Boardman, State Parks Engineer, reported on park matters as follows:

1. That the Department of Commerce has offered to give to the state a revocable license for five years for the use and occupation as a state park of a 110-acre tract of land located at the Umpqua Lighthouse, about one-half mile south from Winchester Bay in Douglas County, with provision that said license may be renewed after the expiration of the five-year period. He recommended the acceptance of this offer and that an attempt be made to have title to the tract transferred to the state through congressional action. The Commission approved the Parks Engineer's recommendation.

2. He reported an offer from Mr. Simeon Winch, Portland, to donate to the state for park purposes 51.8 acres of land situate in Section 23, Township 2 South, Range 1 East, W. M., Clackamas County, being about one mile south of the Pacific Highway between Oregon City and Oswego. He advised that this area lies too far away from the highway to be of any particular value for state park purposes and suggested that the offer be declined with appropriate thanks . The Commission approved the suggestion by unanimous vote.

3. The Parks Engineer requested authority to purchase an 88.91 acre tract of land situate adjacent to the present state park at Woahink lake in western Lane County, in order to fill out this state park, said land being described as follows: Lot 2 of Section 14, Lot 5, and the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 15, excepting therefrom 2.43 acres heretofore deeded to Lane County for road purposes, all in Township 19 South, Range 12 West., W. M. He said that this property borders on Woahink Lake and contains a fine stand of timber and would make a valuable addition to the present park; also, that the property is owned by F. M. and Varion Wilkins, who have offered to sell the property to the state at the rate of $40 per acre. He recommended the acceptance of this offer. The Commission by unanimous vote authorized the Parks Engineer to purchase this property at the price quoted.

4. The Parks Engineer advised that the state now has under lease from the Federal Government as a recreational site a tract containing 206.49 acres, situate adjacent to the Siuslaw Highway and the Long Tom River in Section 7, Township 16 South, Range 6 West, W. M., Lane County,

for which the state pays an annual rental of $220; also, that the state has already paid the government for this lease the sum of $1101 and that the government has appraised the timber standing thereon at a value of $5505. It was his thought that the Commission should purchase this property outright rather than continue paying the annual rental and in the end have nothing to show for the expenditure. After some discussion the Commission instructed the Parks Engineer to ascertain whether or not the Federal Government is willing to sell this property to the state at less cost than the appraised value of the timber, and report the results thereof at a later meeting.

5. The Parks Engineer requested authority to carry on negotiations for the acquisition of a small tract of land which lies between Depoe Bay State Park and the end of Depoe Bay bridge in Lincoln County. He said that C.C.C. forces are now developing the present park and that it would be advisable and desirable for the state to acquire title to this small addition, if it can be obtained at a reasonable cost, in order to protect the present park. The Commission concurred in the Parks Engineer's opinion and instructed him to contact the owner of the property in regard to purchasing it and report the results at the next meeting.

6. The Parks Engineer also reported the desirability of acquiring a small timbered area located on the easterly side of the Oregon Coast Highway opposite the state park at Boiler Bay in Lincoln County. He was instructed by the Commission to negotiate with the owner of this property for its purchase and to report at the next meeting how much the owner wants for his interest therein.

7. The matter of enlarging Cape Arago Park was discussed with the Commission by the Parks Engineer. He pointed out that in conformance with previous authority of the Commission and with the consent of Mr. L. J. Simpson, the donor of the present park, a portion of the timber in this park was sold to private interests for $3,000, with the understanding that the money would be spent for development work in the present park or for the purchase of an addition thereto. He said that he inspected adjacent land and in his estimation it would be desirable from the state's standpoint to acquire a 58.88-acre tract on the north side of the present park and the west half of Section 20, which is located in Lots 1 and 2, Section 20, Township 26 South, Range 14 West, W. M., Coos County. He requested authority from the Commission to purchase this property. After due consideration the Commission approved the Parks Engineer's request by unanimous vote, provided the land can be purchased for not to exceed $3000.

8. Consideration was given by the Commission to the purchase of an addition to the state park located adjacent to the Oregon Coast Highway just south of the town of Glenada in Lane County. The Parks Engineer advised that the present park consists of 108 acres, but there is a strip of privately owned land on the west side of the highway, between the highway and the present park, which should be acquired to





fill out the present park. He requested authority to negotiate with the owner for the purchase of the same. The Commission granted his request by unanimous vote.

9. The Parks Engineer recommended the purchase of additions to the state park located at McCord Creek on the Upper Columbia River Highway in Multnomah County, particularly a certain Lot 3, situate on the south side of McCord Creek and between the highway and the Columbia River and a certain Lot 1. He said that these tracts should be acquired by the state in order to complete and fill out the present state park, and accordingly requested authority from the Commission to negotiate with the owners for the purchase of the same. The Commission granted the request by unanimous vote.

10. Mr. Boardman also rendered a report on the advisability of acquiring a certain tract of redwood timber located adjacent to the Chetco River, near Brookings, in Curry County. He said that this tract contains 40 acres of land for which the owner demands the sum of $3500; also that the tract lies about 8 miles from the highway. He recommended that the offer be declined. The Commission approved his recommendation.

11. The Parks Engineer discussed with the Commission the matter of acquiring additional land at the south end of the Rogue River bridge, at Gold Beach, in Curry County. He said that Mr. D. E. Crabbe, of Oxnard, California, who owns some of this property, does not care to dispose of all of his holdings at this location but is willing to sell to the state a small tract near the bridge and extending up stream a short distance, which does not satisfy the state's requirement, because all of Mr. Crabbe's property is required to complete the proposed park. Chairman Cabell pointed out that if the state is unable to acquire the Crabbe property, it would be of no advantage to acquire all of the Moore property, which is also needed for this park. After some discussion the Commission deferred action on the matter and instructed the Parks Engineer to continue negotiations with Mr. Crabbe for his entire holdings.

12. The Parks Engineer reported the receipt of a request from the Secretary of the Wheeler County Relief Committee, for 30 cords of wood which he has piled in Shelton State Park, for use in furnishing fuel for needy families of Wheeler County. He said that this cord wood was accumulated in the park by C.C.C. forces in connection with the park development work and so far as he knew the state has no use for it. He gave as his thought that the wood could not be put to any better use than that proposed by the Relief Committee. He recommended that the wood be given to the Wheeler County Relief Committee for such purpose without cost. The Commission approved the Parks Engineer's recommendation by unanimous vote.

13. The Parks Engineer reported that indications are that the personnel of the C.C.C. camps is to be reduced, which means that very likely he will lose a considerable number of his best workers unless

special intercession is made in their behalf, because they are all appointed direct from Washington, D. C. He said that he has picked out 43 men who are especially qualified to carry on this class of work and who should be retained in his organization if possible. In order to do this, he said, it will be necessary for the men to be recommended by the State Highway Commission and by Oregon's Congressmen, because he did not believe that his own recommendation would obtain the desired results. He inquired whether or not the Commission would be willing to recommend these men if developments reveal that necessary. After some discussion the Commissioners expressed their willingness to support the Parks Engineer in this matter to the fullest extent and declared that insofar as the Commission is concerned, the camps will be closed if the Parks Engineer is forced to employ men whom he does not want, especially the superintendents of construction.

The Commission had under consideration the matter of retaining the services of Mr. Samuel C. Lancaster in connection with highway beautification work. After some discussion it was decided to employ Mr. Lancaster at the rate of $80 per month. The Parks Engineer was instructed to take care of the matter and to explain to Mr. Lancaster his duties.

The Commission had under consideration the offer of the city of North Bend to make available to the state for stock pile purposes a portion of Simpson City Park located in North Bend. It appears that the city's offer was conditioned upon the state's planting trees and shrubbery upon the stock pile site, so as to overcome any disfigurement or unpleasant view which a stock pile of road materials might occasion. The Commission expressed its appreciation of this offer but deferred acceptance thereof because of the conditions, until an investigation can be made to ascertain the possibilities of securing another site. The Engineer was instructed to ascertain whether or not another site is available, it being the understanding that if no other suitable location can be found then the city's offer will be accepted.

The Commission considered and confirmed its oral action taken on October 16, enroute from Lakeview to Klamath Falls, authorizing the purchase of several 40-acre tracts of land, priced at $50 each, situate adjacent to the Klamath Falls-Lakeview Highway near Booth Park in Lake County.

The Commission also confirmed its oral action taken on October 16 authorizing expenditure of approximately $250 for the purchase of materials for use by C.C.C. workers in connection with the construction of a small reservoir at Booth Springs, located near Booth Park.

The Commission had under consideration the matter of reimbursing Mr. Forrest Cooper, Lakeview, in the amount of $50 for advancing the purchase price of a 40-acre tract of land situate adjacent to the Klamath Falls-Lakeview Highway in Lake County, which property the Commission on October 16 authorized Mr. Cooper to acquire for state park purposes. The Engineer advised that when the Commission authorized Mr. Cooper to acquire this property for the state it was thought that the property was owned by a Mr. Matthew Zdroleas. However, subsequent investigation of the county records reveals that





the property belongs to Lake County, hence Mr. Zdroleas is not entitled to compensation for the property unless he has a deed that has not yet been recorded in the county records. He questioned the authority of the Commission to reimburse Mr. Cooper. The Attorney advised that under the circumstances it would be illegal for the Commission to pay this claim. The Commission deferred action on the matter pending further investigation by the Attorney.

The Engineer requested authority to spend about $500 of state money to carry on certain investigations in Lava River Caves Park adjacent to The Dalles-California Highway in Deschutes County, to determine whether or not it would be possible to extend these caves by removing certain sand deposits located therein. The Commission granted the request by unanimous vote.

The Secretary presented a deed from the Board of County Commissioners of Multnomah County whereby the county conveys unto the State of Oregon for park purposes 62.75 acres of land situate in Section 30, Township 1 North, Range 5 East, W. M., adjacent to the Upper Columbia River Highway at the point known as the Figure Eight. He explained that the Commission heretofore authorized acquisition of this property, which is being deeded to the state as a gift. The Commission thereupon accepted the deed and ordered that an appropriate letter of thanks be directed to the Board of County Commissioners for the same.

The Commission had under consideration the acquisition of additional right of way for the relocation of the West Side Pacific Highway in the town of Newberg, Yamhill County. It appears that in October, 1934 the Commission entered into an agreement with the city of Newberg whereby the city was to acquire right of way for this improvement between the westerly city limits and a point near the intersection of First and Harrison Streets, and to acquire additional right of way at such time in the future as it may be mutually desired by the city and the state to extend the improvement easterly on First Street. It also appears that during the period of construction the Highway Department trespassed upon certain private property east of First Street beyond the limits of the present improvement, being described as Lots 7 and 8 in Block 15 in Hurley and Large's Addition, which property under the terms of the agreement the city is not obligated to acquire at this time; and the question now arises whether the state will pay for this property or will demand that the city assume this expense. The Attorney advised that he conferred with the city authorities in regard to the matter and they have offered to pay $25 toward the cost of this property but they will not pay any more than that amount because they feel that they are under no obligation to do so in view of the conditions of the agreement. He recommended, in view of the circumstances, that the city's offer be accepted and that the balance of the cost be paid with state funds. The Commission approved the Attorney's recommendation by unanimous vote and authorized him to acquire this property by condemnation in the event he cannot reach a satisfactory settlement with the owners otherwise.

The Engineer reported difficulties in acquiring right of way needed for the improvement of the Rock Creek-Wallowa Section of the Wallowa Highway in Wallowa County, particularly the right of way across the property belonging

to the Bowman-Hicks Lumber Company, which demands $30,000 for its interests, alleging that the new highway will cut its property in two and will render valueless for their purposes the portion that is located on the opposite side of the highway from their mill. It appears that the company has not operated this mill consistently for many years. Nevertheless, they allege that they will suffer irreparable damage if their saw-mill property is severed by the new highway. It was suggested that the highway be relocated so as to miss the property which would cost the state an additional amount of approximately $10,000 and would result in inferior highway alignment. The Engineer advised that the demands of the Bowman-Hicks Lumber Company are preposterous and are entirely out of reason. He suggested that the right of way be condemned and in the meantime that the projects that were proposed on this section and which are now being advertised for bids to be received on November 30, be withdrawn until such time as the right of way matter has been settled. The Commission approved the Engineer's recommendation by unanimous vote and ordered that all contractors who have received proposal forms for the two projects referred to be notified that bids will not be received as advertised. The Commission also instructed the Attorney to direct an appropriate letter to the County Court of Wallowa County advising the Court of the Commission's action in this regard and stating the reasons therefor.

The Commission had under consideration a letter from the sheriff of Multnomah County on the question of the payment of delinquent taxes due on state park property which was donated to the state by a Mr. and Mrs. Guy W. Talbot of Portland, amounting to a total of $34.71. The Commission approved the payment of these taxes in the event that investigation reveals it is a just charge against the state. The matter was referred to the Attorney for such investigation.

The Secretary presented a letter from the Oregon State Board of Control confirming the action taken by that Board at its meeting held on November 20, 1935, when the Board voted unanimously to grant to the State Highway Commission an easement across the Eastern Oregon State Hospital Grounds at Pendleton, so as to permit the reconstruction of the Old Oregon Trail in the most advantageous location at this point. The Commission ordered the letter filed in the department records.

The Assistant Attorney presented an offer from E. J. Boos, Forest Grove, to convey to the state for timber preservation purposes the Northwest ¼ of Section 24, Township 3 North, Range 5 West, W. M., Washington County, which property is situate adjacent to the Wolf Creek Highway location about four miles east of Sunset Camp. He explained that Mr. Boos offers to sell this property to the state at the price of $1.50 per thousand feet for the timber located thereon and inquired as to the wishes of the Commission in regard thereto. After some discussion the Commission instructed the Engineer to ascertain definitely whether or not the property lies along the proposed location of the Wolf Creek Highway and to have the property inspected by the Parks Engineer to determine whether or not it would be advisable to acquire the property from a state park standpoint, it being the understanding that if the property is located along the highway, and, in the opinion of the Parks Engineer, its acquisition by the state is desirable for state park purposes,





the Commission will approve the purchase on the basis of payment of $1.50 per thousand feet for the timber as shown by a cruise conducted by the state, provided the total consideration will not exceed $3000.

The Engineer reported receipt of a letter from Earl C. Reynolds, Executive Secretary of the Klamath County Chamber of Commerce, requesting a statement as to what the Commission proposes to do in regard to the improvement of the Dairy-Bonanza Highway in Klamath County. He was authorized to tell Mr. Reynolds that the Commission does not have funds available now to rebuild this road to a high standard of construction but has allocated $15,000 to improve the worst sections so that they will be passable for year-round traffic.

The Assistant Attorney reported receipt of a private offer from a Mr. Harold Wimmer to purchase for the sum of $125 the Maxwell buildings located on the newly acquired right of way of the Junction City-Eugene Secondary State Highway. He advised that the Commission previously advertised the sale of these buildings at the meeting held on November 7 but received only one bid amounting to $40, which was rejected because it was considered too low. He gave as his thought that the present offer is satisfactory and recommended the acceptance thereof. The Commission approved the Attorney's recommendation by unanimous vote.

The Engineer requested authority to purchase certain parcels of real property needed for various highway improvements throughout the state. He submitted a list of such properties, which the Commission approved after careful consideration. The following resolution in regard thereto was adopted by the unanimous vote of the Commission:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth; and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the

name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Junction City-Eugene - Junction City-Eugene Secondary Highway** | | | | |
| Loan & Trust Sav. Bank | Borrow Pit | 4.821 | $725 for land plus $47 | Parker |
| Nelson, Wm. T. | R/W | 2636 Sq.Ft. | $17.75 Lump Sum | " |
| Williams, Ida C. | " | 734 " " | $7.35 Lump Sum | " |
| **Elgin-Rock Creek Section - Wallowa Lake Highway** | | | | |
| Follett, Cora | Stock Pile | 0.52 | $25 per A. plus $23.75 | Benson |
| Follett, Cora | Quarry Site | 2.04 | $25 per A. plus $45.50 | " |
| Victor, Lora | Stock Pile | 3.10 | 1.64 A. at $25 per A. | |
| | | | 1.46 A. gratis | " |
| Hoffman, Olive | " " | 0.64 | $50 per A. | " |
| **Branson Creek-Ochoco Junction Section - John Day Highway** | | | | |
| Humphreys, Loula | Quarry Site | 1.55 | $25 per A. | Benson |
| Humphreys, Rhys Est. | Stock Pile | 0.52 | $50 per A. plus $20.25 | " |
| **Silver Creek Falls Highway** | | | | |
| Alm, Julius | Quarry Site | 5.00 | $70 per A. | McCallister |
| **Yaquina Bay-Beaver Creek Section - Oregon Coast Highway** | | | | |
| Mashell, Coal & Coke Co. | R/W | 3.51 | $40 per A. plus $90.75 | Parker |
| **Valades Ranch-Flat Creek Section - John Day Highway** | | | | |
| Morris, E. B. | R/W | 0.046 | $100 per A. plus $9.00 | Benson |
| Ervin, Maude M. | " | 0.23 | $100 per A. plus $33.75 | " |
| **Nyssa Section - Old Oregon Trail Highway** | | | | |
| Glasgow, Melvina | Stock Pile | 2.95 | $50 Lump Sum | Benson |
| **Monument Bridge Section - Long Creek-Kimberly Highway** | | | | |
| Round, Vadra | Gravel Pit | 1.86 | $25 per A. | Benson |
| **Gales-Tunnel Section - Old Oregon Trail Highway** | | | | |
| Metsker, Chas. H. | R/W | 2.46 | $875 Lump Sum | DeSouza |
| **St. Helens Section - Columbia River Highway** | | | | |
| Watters, Leslie | R/W | 26,800 Sq.Ft. | $4500 Lump Sum | Devers |
| **Dolph-Castle Rock-McMinnville - Tillamook Highway** | | | | |
| Wood, A. B. | Stock Pile | 0.84 | $75 Lump Sum | Gray |
| **Medford Section - Pacific Highway** | | | | |
| Jackson County | Scale Site | 0.12 | Gratis, 99 yr Lease | Collier |

NOV 27 1935



| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Dairy Crossing - Klamath Falls-Lakeview Highway** | | | | |
| Michael, A. L. | R/W | 0.42 | $35 for land plus $15 | McCallister |
| Pulford, T. J. | " | 1.76 | $50 Lump Sum | " |
| Stoehsler, Ora E. | " | 2.76 | $150 per A. plus $905 | " |
| **Tillamook County - Oregon Coast Highway** | | | | |
| Altenberger, Joseph | Stock Pile | 0.60 | $15 One Year Lease | Chandler |
| **Enterprise-Joseph Section - Wallowa Lake Highway** | | | | |
| Craig, Asa P. | R/W | 1.36 | 0.91 A. at $100 per A. | Benson |
| | | | 0.45 A. at $20, plus $220.50 | |
| Mahaffey, Henry C. | " | 0.15 | $100 per A. plus $121.50 | " |
| McClain, Benjamin F. | " | 10,678 Sq.Ft. | 1¢ per Sq.Ft. plus $48 | " |
| Cox, Stephen D. | " | 29,518 " " | 1¢ per Sq.Ft. plus $145 | " |
| **Olene-Dairy Section - Klamath Falls-Lakeview Highway** | | | | |
| O'Conner, Jeremiah D. | R/W | 0.03 | $1.00 Lump Sum | McCallister |
| Marshall, A. L. | " | 0.68 | $50.00 Lump Sum | " |
| **Island City-Cove Section - Cove Secondary Highway** | | | | |
| Wardell, Albert | R/W | 0.45 | $135 Lump Sum for land plus $15.00 | Parker |
| Muilenberg, Thos. | " | 3.55 | $100 per A. plus $591 | " |
| Smith. C. A. | " | 3.28 | $100 per A. plus $582 | " |
| Schroeder, John J. | " | 1.09 | $100 per A. plus $166.50 | " |
| Pierce, Geo. A. | " | 0.61 | $100 per A. plus $80 | " |
| Holman, J. A. Est. | " | 0.61 | $100 per A. plus $80 | " |
| Brasel, Etta M. | " | 0.61 | $100 per A. plus $130 | " |
| McAlister, Rees M. | " | 0.61 | $100 per A. plus $80.50 | " |
| Bailie, S. T. | " | 0.28 | $100 per A. plus $116.50 | " |
| Schroeder, Cynthia M. | " | 0.29 | $100 per A. plus $38.50 | " |
| Evansen, Peter | " | 0.30 | $100 per A. plus $90.50 | " |
| Adskin, Elias | " | 0.29 | $100 per A. plus $38 | " |
| Hansen, Harry M. | " | 0.02 | $5.00 for land plus $5.00 | " |
| Richardson, Joel H. | " | 0.03 | $100 per A. plus $7.00 | " |
| Chenault, I E. | " | 0.61 | $100 per A. plus $80 | " |
| Peach, Geo. W. | " | 1.83 | $100 per A. plus $272 | " |
| Hamann, Chas F. | " | 0.28 | $100 per A. plus $40.50 | " |
| Hamann, Arthur | " | 0.33 | $100 per A. plus $73.25 | " |
| Beusing Bros. | " | 3.36 | $100 per A. plus $441.50 | " |
| Carter, Marion L. | " | 0.62 | $100 per A. plus $111.50 | " |
| Hamann, Caroline E. | " | 0.92 | $100 per A. plus $271.50 | " |
| Pierce, Geo. A. | Borrow Pit | 3.01 | $200 Lump Sum | " |
| Anson, Joseph Est. | R/W | 0.82 | $82 for land plus $121 | " |
| **Vale-Cairo Junction - John Day Highway** | | | | |
| Taggart, D. M. | Stock Pile | 1.00 | $125 Lump Sum | Williams |

NOV 27 1935

The Commission had under consideration requests for extensions of time in which to complete the following highway construction projects:

Contract No. 1703 with George F. Price for grading and surfacing the Elgin Section of the Wallowa Lake Highway in Union County.

Contract No. 1704 with R. F. Nichol for the construction of the bridge over the Grande Ronde River on the Wallowa Lake Highway near Elgin, in Union County.

The Commission deferred action on these requests pending receipt of letters from the Bureau of Public Roads consenting thereto.

In this connection Construction Engineer H. G. Smith and Acting Bridge Engineer Glen S. Paxson were instructed to obtain hereafter from the Bureau of Public Roads its written consent to the granting of extensions of time for the completion of projects involving expenditures of federal moneys before presenting requests for such extensions to the Commission for action, in view of the fact that it is possible that the Bureau of Public Roads will not approve such extensions unless the contractor is penalized for delays, which would mean that the cost of certain extra items of expense would have to be paid with state funds.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance:

Contract No. 1638 with the County Court of Tillamook County for grading Austin Creek-Upper Yach Bridge Section of the Little Nestucca Secondary Highway.

Contract No. 1703 with George F. Price for grading and surfacing the Elgin Section of the Wallowa Lake Highway, in Union County.

Contract No. 1704 with R. F. Nichol for the construction of the bridge over the Grande Ronde River on the Wallowa Lake Highway near Elgin, in Union County.

The Commission accepted Contract No. 1638 with the Tillamook County Court and authorized the payment of the final estimate thereon but deferred action on Contracts 1703 and 1704, pending approval of the Bureau of Public Roads to the extensions of time which the contractors have requested in connection with such contracts.

The following resolution accepting the Tillamook County project was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contract for the construction of a secondary state highway project has been completed according to the terms and provisions





of the contract and that said job is now ready for acceptance:

Contract No. 1638 with the County Court of Tillamook County for grading the Austin Creek-Upper Yach Bridge Section of the Little Nestucca Secondary Highway, in Tillamook County, completed September 20, 1935.

THEREFORE, be it resolved that the work covered by the said state highway contract for the construction of said state highway project be declared completed according to the terms of the said contract, and said job is hereby accepted and final payment is hereby authorized.

The Commission considered and signed agreements as follows:

1. Agreement with Multnomah County covering the construction of railroad grade elimination projects at the following locations: Craig Road, Buckley Road, Barker Road, and Halsey Street.

2. Agreement with Tillamook County for construction of the road extending from the Oregon Coast Highway at the Wheeler overhead crossing to the Manzanita junction with said Coast Highway.

3. Agreement with Grant County covering the construction of a bridge over the North Fork of the John Day River on the Monument-Long Creek Market Road No. 1, at Monument, in Grant County.

4. Agreement with the Bureau of Public Roads covering the maintenance of the Diamond Creek Bridge and Summit North Section of the Tiller-Trail Secondary Highway.

5. Agreement with the Works Progress Administration for the construction of a State Highway Department maintenance building at McMinnville.

6. Agreement with Polk County covering the maintenance of Byerley Corner-Bethel Section of the Lincoln-Balston County Road, whereby the county agrees to maintain the road after its construction by the state as a federal road project, being known as Project No. WPSO-261.

7. Agreement with Linn County covering the maintenance of the Corvallis-Harrisburg County Road from a point 2.75 miles southeast of Corvallis to Peoria, whereby the county agrees to maintain this road after its construction by the state as Federal Project No. WPSO-263.

8. Agreement with Grant County covering the maintenance of the Monument-Long Creek County Road between Engineer's Station 52+00 in the town of Monument and a point on the present county road at Engineer's Station 81+00, whereby the county agrees to

maintain such section after construction by the state as Federal Project No. WPSO-260.

9. Agreement with Multnomah County providing for maintenance by the county of Buckley Road between a point one-half mile south of the Columbia River Highway and a point one mile south of said Columbia River Highway, which section is to be constructed by the state as Federal Project No. WPGS-255.

10. Agreement with Multnomah County covering maintenance by the county of Barker Road from a point 0.322 mile south of the Columbia River Highway to a point 0.625 mile south of the said Columbia River Highway, which section is to be constructed by the state as Federal Project No. WPGS-257.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:00 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

NOV 27 1935



Portland, Oregon, November 30, 1935.

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Aldrich was excused from attending this meeting.

Bids as follows for highway construction projects were opened and read, in accordance with previously published notice:

LONG CREEK-MONUMENT COUNTY ROAD
BRIDGE OVER NORTH FORK JOHN DAY RIVER, AT MONUMENT

| | |
|---|---|
| Tom Lillebo | $ 62,818.00 |
| Oregon Contracting Co. and Theo. Arenz | 63,429.00 |
| Geo. C. Arenz | 65,790.00 |
| Kuckenberg-Wittman Co. | 65,943.00 |
| E. F. & W. F. Philpott | 71,842.50 |

PACIFIC HIGHWAY
CONCRETE AND STEEL UNDERCROSSING - SOUTHERN PACIFIC COMPANY'S TRACKS SOUTH OF ASHLAND

| | |
|---|---|
| Berlie Bros., Inc. | $158,765.00 |
| E. C. Hall | 164,273.00 |
| Wren & Greenough | 172,987.50 |
| Kern & Kibbe | 176,413.00 |
| Harold Blake | 182,528.50 |
| Dunn & Baker | 182,870.00 |
| P. L. Crooks & Co., Inc. | 193,115.00 |

WILLIAMS SECONDARY HIGHWAY
GRAYS CREEK-POWERS RANCH SECTION
GRADING, SURFACING AND OIL MAT SURFACE TREATMENT

| | |
|---|---|
| E. C. Hall | $ 38,362.50 |
| F. C. Dillard | 39,343.00 |
| Edward F. Webber | 42,355.00 |

KLAMATH FALLS-LAKEVIEW HIGHWAY
CONCRETE BRIDGE OVER O.C.& E. RAILROAD, NEAR DAIRY

| | |
|---|---|
| Dunn & Baker | $ 40,245.00 |
| G. I. Stebbins Construction Co. | 41,394.00 |
| Warren Northwest, Inc. | 42,505.00 |
| Kuckenberg-Wittman Co. | 49,482.00 |

NOV 30 1935

JUNCTION CITY-EUGENE SECONDARY HIGHWAY
NINE CREOSOTED PILE TRESTLES & BOX CULVERT

| | |
|---|---|
| Mountain States Construction Co. | $ 34,316.50 |
| J. F. Johnston | 34,960.00 |
| Wm. C. Schmitt | 35,172.00 |
| Tom Lillebo | 36,773.00 |
| E. F. &. W. F. Philpott | 38,473.50 |
| Kern & Kibbe | 41,616.00 |
| P. L. Crooks & Co., Inc. | 47,210.00 |
| Parker-Schram Co. | 48,428.00 |

JUNCTION CITY-EUGENE SECONDARY HIGHWAY
CONCRETE BRIDGE OVER SOUTHERN PACIFIC COMPANY'S TRACKS, NEAR EUGENE

| | |
|---|---|
| Harold Blake | $ 74,185.50 |
| E. H. Itschner & E. L. Rigdon | 80,007.50 |
| Mountain States Construction Co. | 87,363.00 |
| Edlefsen-Weygandt Co. | 89,403.00 |
| Kern & Kibbe | 89,557.50 |
| Kuckenberg-Wittman Co. | 91,160.00 |
| Parker-Schram Co. | 94,785.50 |
| Jacobsen-Jensen Co. | 96,118.00 |
| P. L. Crooks & Co., Inc. | 96,995.00 |
| McNutt Bros. | 98,570.00 |

JUNCTION CITY-EUGENE SECONDARY HIGHWAY
AWBREY-EUGENE SECTION - GRADING AND SURFACING

| | |
|---|---|
| E. H. Itschner & E. L. Rigdon | $ 89,142.50 |
| Jacobsen-Jensen Co. | 93,950.00 |
| J. A. Lyons | 98,335.00 |
| Homer G. Johnson | 99,954.00 |
| Kenn & Kibbe | 100,210.00 |
| P. L. Crooks & Co., Inc. | 103,735.00 |
| Parker-Schram Co. | 106,036.00 |
| McNutt Bros. | 110,182.50 |
| Harold Blake | 118,202.50 |

JUNCTION CITY-EUGENE SECONDARY HIGHWAY
JUNCTION CITY-SIUSLAW JUNCTION SECTION - GRADING

| | |
|---|---|
| Jacobsen-Jensen Co. | $ 26,092.00 |
| E. H. Itschner & E. L. Rigdon | 26,855.50 |
| Kern & Kibbe | 27,610.50 |
| D. L. Ashton | 28,107.00 |
| J. A. Lyons | 28,212.50 |
| F. C. Dillard | 29,328.50 |
| McNutt Bros. | 30,858.00 |
| P. L. Crooks & Co., Inc. | 31,277.00 |
| Homer G. Johnson | 31,703.00 |

(To be continued)





(Junction City-Siuslaw Junction Section, continued)

| | |
|---|---|
| Slate Construction Co. | $ 32,885.00 |
| The Consolidated Highway Co., Inc. | 33,208.50 |
| Parker-Schram Co. | 33,748.00 |
| Harold Blake | 35,558.00 |
| G. I. Stebbins Construction Co. | 46,635.00 |

LINCOLN-BALLSTON COUNTY ROAD
BYERLEY CORNER-BETHEL SECTION - POLK COUNTY
CORVALLIS-HARRISBURG COUNTY ROAD
CORVALLIS JUNCTION-PEORIA SECTION - LINN COUNTY
OIL MAT SURFACE TREATMENT

| | Using Road Oil | Using Tar |
|---|---|---|
| Edwin C. Gerber | $ 33,353.50 | - - - - - |
| J. C. Compton | 35,361.00 | $ 35,123.00 |
| Babler Bros. | 36,890.00 | 36,963.50 |
| Warren Northwest, Inc. | 37,790.00 | 36,902.50 |

OLD OREGON TRAIL AND JORDAN VALLEY SECONDARY HIGHWAY
CAIRO-ADRIAN ROCK PRODUCTION PROJECT

| | |
|---|---|
| Quinn-Robbins Co., Inc. | $ 9,684.00 |
| Chester T. Lackey | 11,020.00 |
| Schmeer, Williams & Gentemann | 11,520.00 |
| A. S. Wallace | 14,060.00 |
| Kuckenberg-Wittman Co. | 18,625.00 |
| Tony Marrazzo | 18,915.00 |

SILVER CREEK FALLS SECONDARY HIGHWAY
SILVERTON-SILVER CREEK FALLS SECTION
RESURFACING AND OIL MAT SURFACE TREATMENT

| | Using Road Oil | Using Tar |
|---|---|---|
| R. O. Dail and Warren Bros., Inc. | $ 53,375.00 | $53,247.00 |
| Homer G. Johnson | 55,860.00 | 58,320.00 |
| Warren Northwest, Inc. | 57,545.00 | 56,439.00 |
| Saxton & Looney and J. S. Risley | 60,031.00 | 59,765.00 |
| Edwin C. Gerber | 60,550.00 | - - - - - |

162d AVENUE (BARKER ROAD)
UNDERPASS UNDER O.W.R.& N.COMPANY'S TRACKS

| | Using Road Oil | Using Tar |
|---|---|---|
| Edlefsen-Weygandt Co. | - - - - - | 44,580.50 |
| Kern & Kibbe | 44,638.00 | 44,686.00 |
| Jacobsen-Jensen Co. | - - - - - | 46,091.00 |
| Parker-Schram Co. | 47,438.50 | - - - - - |
| Oregon Contracting Co. and Theo. Arenz | 48,927.50 | 48,987.50 |
| Harold Blake | 51,105.50 | 51,105.50 |
| Warren Northwest, Inc. | - - - - - | 54,780.80 |

COVE SECONDARY HIGHWAY
ISLAND CITY-GRANDE RONDE RIVER SECTION
REGRADING,SURFACING AND OIL MAT SURFACE TREATMENT

| | |
|---|---|
| Hart Construction Co. | $ 49,433.00 |
| Homer G. Johnson | 50,085.00 |
| Brent Sturgill Co., Inc. | 52,012.00 |
| E. H. Itschner & E. L. Rigdon | 54,278.00 |
| Saxton & Looney and J. S. Risley | 56,688.00 |

OLD OREGON TRAIL
HOT LAKE-BIDWELL HILL ROCK PRODUCTION PROJECT

| | |
|---|---|
| A. S. Wallace | $ 13,260.00 |
| Quinn-Robbins Co. | 14,340.00 |
| Homer G. Johnson | 14,580.00 |
| Saxton & Looney and J. S. Risley | 16,200.00 |
| Tony Marrazzo | 18,240.00 |
| Brent Sturgill Co., Inc. | 21,600.00 |

WALLOWA LAKE HIGHWAY
ENTERPRISE - JOSEPH SECTION
REGRADING, SURFACING AND OIL MAT SURFACE TREATMENT

| | |
|---|---|
| Brent Sturgill Co., Inc. | $ 84,445.80 |
| Homer G. Johnson | 84,489.50 |
| Hart Construction Co. | 87,874.50 |
| E. H. Itschner & E. L. Rigdon | 91,457.50 |
| Saxton & Looney & J. S. Risley | 92,755.10 |
| Warren Northwest, Inc. | 95,950.50 |

Chairman Cabell announced that the award of contracts would be made at 3:30 o'clock p. m. in the same room.

The Commission had under consideration the report of Brown & Brown, Inc., logging engineers, Portland, on the timber located on the right of way of the Wolf Creek Highway and adjacent land parcels in Clatsop and Tillamook Counties.

Eugene R. Walsh, President of the company, was present and discussed this report with the Commission at considerable length. Also present and entering into the discussion was Cliff Gardiner, right of way buyer in charge of real property purchases in this district.

The discussion developed into a question as to how much the state should pay for the timber. Mr. Walsh and Mr. Gardiner suggested the following prices as the maximum amounts that should be paid:

| | |
|---|---|
| Spruce, Cedar, and Yellow Fir (green) | $2.50 per M. |
| Yellow Fir (burned) | 2.00 |
| Red Fir (near Elsie) | 1.50 |
| Red Fir (near Sunset Camp) | 1.25 |
| Hemlock and White Fir | .75 |





After discussion, the Commission approved these prices as the maximum that should be paid, and authorized the taking of options from the respective owners for a 100-foot wide right of way based on such prices. The Commission ordered a progress report rendered on the matter at its next meeting.

Mr. Gardiner mentioned difficulties encountered in negotiations for right of way at Sunset Camp. It appears that there are a number of buildings standing on the adopted highway location, that will have to be moved; also, the camp water supply pipe lines will have to be relaid, which will cost about $3500, and additional expense of about $11000will have to be incurred for reconstructing the logging railroad. Mr. Gardiner requested instructions in regard to these matters. He was instructed to assemble all of the data needed for a discussion of the matter and to present the same to the Commission at its next meeting, at which time a decision will be rendered if possible.

Earl C. Reynolds, Klamath Falls, Secretary, Klamath County Chamber of Commerce, was present and inquired as to what plans the Commission has for the improvement of the Dairy-Bonanza Highway, as was requested by the delegation that appeared before the Commission in Klamath Falls on October 16.

The Engineer advised that investigations revealed that to fix up this road in first class condition the way it should be fixed would cost considerably more money than the Commission has available for such work; hence, it was decided to limit the improvement to repairing the worst places, so as to make the road passable throughout the entire year, which it was thought could be done for about $15,000.

Mr. Reynolds then asked for an allocation of Forest Highway funds to finance construction work during 1936 on the Klamath Lake Secondary Highway, and additional Forest Highway funds for 1936 construction on the Willamette Highway and the Cascade Lake Forest Highway.

The Commission decided to make no alteration in the present tentative program that has been considered for such funds; however, advised Mr. Reynolds that his projects would be kept in mind.

A letter was presented from the Douglas County Court stating that after the first of the year they will have use for all but one of the rooms in their court house that are now being occupied by the Highway Commission's Division Engineer, and requesting the vacation of such rooms before that time and the payment of $30 per month rental for the one room which heretofore has been used by the state free of cost.

The Engineer suggested that, inasmuch as it apparently will be necessary to find new office quarters for the division engineer and other highway engineers who have been making their headquarters in the court house, it might be advisable and cheaper for the state to own its own quarters rather than to rent office space. He was instructed by the Commission to report at the next meeting what it will cost to construct and maintain a suitable building for such purpose, compared to the cost of renting quarters.

The Commission considered and ordered filed a letter from Wm. H. Bennett, Port Orford, opposing the construction of the proposed road leading to the Port Orford Dock until the Port Orford Dock and Terminal Company have filed their tariff with the Interstate Commerce Commission for the use of this dock by shippers.

A letter was also presented from the chairman of School District No. 24, Marion County, Salem, stating that they will need the services of a testing laboratory in connection with the construction of several proposed school buildings in Salem, and inquiring whether or not it would be possible to have their testing done in the Highway Department's laboratory in order to avoid delays incident to having the work done by a commercial laboratory. The Commission by unanimous vote approved the performance of this service for the Salem School District, provided the district will pay the costs thereof.

The Secretary presented a letter from L. M. Lepper, Director, East Side Commercial Club, Portland, requesting the designation and improvement as a secondary state highway, of the county road extending from the town of Elsie to the town of Jewell, in Clatsop County, for use by the general public until such time as the Wolf Creek Highway has been completed between Elsie and Sunset Camp. The Commission ordered that Mr. Lepper be advised that the Commission has an established policy which will not permit adding any more roads to the secondary highway system until sufficient funds become available to maintain them properly.

A telegram was presented from the Coos County Chamber of Commerce stating that they have gone on record in favor of naming the new bridge on the Oregon Coast Highway at North Bend, the "Coos Bay Bridge". The Commission ordered the telegram filed in the records.

The Engineer requested authority to construct as a state force project, the widening of certain narrow sections of the Branson Creek-Rock Creek Section of the John Day Highway in Grant County, at an estimated cost of $3905. He explained that this work was not included in the contract that was recently awarded for resurfacing and oiling this section, because it did not seem practical or economical to do so, inasmuch as there was such a small amount of such grading work, and it was his plan to do this widening under a minor betterment order. However, the budget for minor betterment work for 1936 has been curtailed and it now appears necessary to perform the work under a state force construction order or a contract job. He urged the approval of this request in view of the necessity of providing lateral support to the new surfacing. The Commission approved the request by unanimous vote.

The Commission considered and approved a secondary highway budget for 1936 which was submitted and recommended by the Engineer, as follows:

| | |
|---|---|
| Section maintenance | $285,230 |
| Extra gang maintenance | 68,110 |
| Minor Betterment | 31,445 |
| Bridge Maintenance | 61,025 |

(continued next page)





(Continued:)

| | |
|---|---|
| Bridge Betterment | $ 34,245 |
| Ferries and Draw Bridges | 15,850 |
| Signs and Traffic Stripes | 11,460 |
| Widen and Surface on Starkey Secondary Hwy | 9,000 |
| Supervision | 18,635 |
| Total | $535,000 |

The Commission also approved a setup of $175,000 for 1936 Special Maintenance, to finance the resurfacing of untreated macadam roads and the production and stockpiling of maintenance materials for use in patching and re-oiling.

The Commission had under consideration a letter from Chas, H. Gram, State Labor Commissioner, in regard to the responsibility of the State Highway Commission to pay labor claims that arise out of state highway contracts in cases where, for one reason or another, the contractor fails to pay such claims and the amount of the bond furnished by the contractor to the state is insufficient to pay them. It appears that in connection with a certain highway contract there are sixteen laborers who failed to receive their wages from the contractor and the amount of the bond is not sufficient to pay them; hence, based on a supreme court decision which limits the liability of a bonding company to the total amount of the bond, the laborers will receive only about 72% of the wages due them, and it is Mr. Gram's thought that the responsibility in this situation rests with the Highway Commission, which should see to it that the claims are paid in full

The Attorney advised that the Commission has always required contractors to furnish bonds for the protection of labor and materials claims in amounts sufficient to satisfy the legal requirements, and in connection with the contract that Mr. Gram has in mind took a bond in an amount equal to the full amount of the contract. It was his opinion that, under the circumstances, the state is not liable for the payment of these claims. After some discussion, the Commission referred this matter to the Attorney to discuss with Mr. Gram in person.

The Secretary presented a letter from the Clerk of the State Land Board advising that the Board, at its meeting on November 25, acted favorably on the request of the Highway Commission that Saddle Mountain Reserve, in Clatsop County, be placed under the jurisdiction of the State Highway Commission so that it could be developed with C.C.C. forces, and decided to make an outright grant of these lands, without consideration, if advised to whom the deed should run. He was instructed by the Commission to thank the State Land Board for such action and to advise them to make their deed in favor of the State of Oregon.

The Engineer discussed with the Commission matters pertaining to the standardization of traffic signals and signs that are located in municipalities. He advised that the National Conference on Street and Highway Safety and other similar organizations recommend that some central authority, preferably the State Highway Department, be given authority to determine what type of signs and signals shall be used in municipalities, with the thought in mind

that such standardization would have a tendency to reduce accidents and facilitate the movement of traffic. The matter arises at this time, he said, at the instance of the city of Salem, which now has under consideration the installation of traffic signals at certain street intersections and has requested a recommendation from the Highway Department as to the merits of the different types of signals on the market. He gave as his thought that the installation of such signals is a matter of purely local concern and that the Highway Department should not interfere therewith. The Commission concurred in the view of the Engineer and instructed him to so inform the city of Salem.

A telegram was presented from County Judge P. A. Retrum, of Grant County, advising that right of way needed in connection with the construction of the bridge over the North Fork of the John Day River, in the town of Monument (for which the Commission opened bids today) has been obtained by the county court and that the county's check, covering the first installment of its share of the cost of this project, as heretofore provided for in the agreement between the county and the state, will be mailed to the Commission immediately following the December meeting of the county court. The Engineer gave as his thought that Judge Retrum's telegram does not satisfy the conditions of the award of this contract and that such award should be deferred until deeds for the right of way and the county's check have actually been received. The Commission concurred in the view of the Engineer and ordered accordingly.

The Commission had under consideration the abandonment of a section of the Fremont Highway, from its junction with the Klamath Falls-Lakeview Highway, in the town of Lakeview, northerly a distance of approximately 8 miles, which section is no longer of value as a state highway, inasmuch as the highway has been reconstructed on new alignment. The Engineer recommended that this section be removed from the state highway system and that it be turned back to Lake County for maintenance or for such disposal as the county sees fit. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Fremont Highway in Lake County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved, and used;





NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Fremont Highway in Lake County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and such fragment of right of way is, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Lake County, for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

Beginning at the north line of Western Avenue on Charleston Street in the city of Lakeview at Engineer's Station 19+65 and extending thence northerly along the line of the old route a distance of 8.4 miles to a point of intersection with the newly constructed Fremont Highway at Engineer's Station 425+05, said point being in the Northeast quarter of Section 3, Township 38 South, Range 20 East, W. M.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, and H. G. Smith, Construction Engineer, and bears date of November 21, 1935. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed, and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Lake County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should

* Map filed in right of Way Abandonment and Retention File - No.14

said abandoned portion of the right of way of said Fremont Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Lake County and beyond any responsibility or supervision by the State Highway Commission.

The Commission had under consideration the abandonment of a short section of the Bertha-Beaverton Highway, extending from Fairvale Drive to Cullen Avenue, in Multnomah County. The Engineer pointed out that the highway has been reconstructed, hence this section of the old highway is no longer of value for state highway purposes. He recommended the removal from the state highway system of this section of road, and its return to the county for such disposal as the county sees fit to make. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Bertha-Washington County Line Section of the Bertha-Beaverton Highway, in Multnomah County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Bertha-Washington County Line Section of the Bertha-Beaverton Highway in Multnomah County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and such fragment of right of way is, so far as control and supervision of this Commission is concerned, left to revert to the adjpining and abutting property owners or to the control and supervision of the





County Court of Multnomah County, for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

That part of the old highway right of way lying southerly from the revised right of way line between Stations 66+00 and 75+20.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of R..H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and W. E. Chandler, Division Engineer, and bears date of November 8, 1935. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed, and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Multnomah County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Bertha-Beaverton Highway be further employed for public or private highway purposes, such use shall be entirely under the control and supervision of the County Court of Multnomah County and beyond any responsibility or supervision by the State Highway Commission.

The Commission also considered the abandonment of two section of the Dallas-Coast Secondary Highway No. 192, in Polk County, one of which is located adjacent to Mill Creek and the other approximately 1.7 miles east of Buell. The Engineer advised that these two sections are no longer of value for state highway purposes, inasmuch as the highway has been reconstructed on new alignment at these points, and he recommended that they be removed from the state highway system. The Commission approved the Engineer's recommendations and by unanimous vote adopted the following resolution in regard thereto:

* Map filed in Right of Way Abandonment and Retention File - No. 15

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate portions of the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway No. 192 in Polk County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there were eliminated and made unnecessary as parts of the completed highway certain sections or parts thereof, which sections or parts are more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as parts of the state highway system the fragments or portions of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragments of land confined within the areas hereinafter designated, which fragments of land were formerly within the limits of the right of way of the Dallas-Coast Secondary Highway in Polk County, but are now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragments of land are abandoned as parts of the right of way of said highway, and such fragments of right of way are, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting properties or to the control and supervision of the County Court of Polk County, for highway or other public purposes. The fragments or parcels of land affected by this resolution are defined and described as follows, to wit:

Exhibit "A"

Parcel "A" - South side of highway between Stations 248+60 and 253+20

Exhibit "B"

Parcel "B" - South side of highway between Stations 310+00 and 336+80

In addition to the above descriptions, designations and definitions of said fragments of land and for a more particular description and location there are made a part hereof, a map or blueprint, marked "Exhibit 'A'", and a map or blueprint marked "Exhibit 'B'", which maps for purpose of identification bear the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and W. E. Chandler, Division Engineer, and bear date of November 1, 1935, upon which maps are reflected the above described parcels of land by showing the same colored in red,





which maps or exhibits by reference thereto are hereby made a part of this resolution. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Polk County, together with copies of said exhibits or maps, for such action as said County Court may desire to take with respect to said fragments of land, and should said abandoned portion of the right of way of said Dallas-Coast Secondary Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Polk County and beyond any responsibility or supervision by the State Highway Commission.

The Engineer reported that in connection with the reconstruction of the Yamhill County Line-Stratton Ranch Section of the Salem-Dayton Secondary Highway in Yamhill County, certain straightening work was done which rendered valueless for roadway purposes certain sections of the old road. However, these portions are still of value for public purposes, such as for parking areas, storage sites, etc. He recommended, in view of the circumstances, that these short sections be preserved for public use in connection with said highway. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate portions of the Yamhill County Line-Stratton Ranch Section of the Salem-Dayton Secondary Highway in Polk County and Yamhill County; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there have been eliminated from the main traveled portion of said highway certain sections or fragments of land, which said sections or fragments of land are more specifically defined and described hereinafter in this resolution and are reflected on a blueprint or map, marked "Exhibit 'A'", a

* Map filed in Right of Way Abandonment and Retention File - No. 16

copy of which is attached hereto and made a part hereof; and

WHEREAS, while said sections hereinafter described are not required for use as a part of the main or traveled section of the highway, nevertheless the same are required, can be used, and are essential for other public purposes, to wit: storage purposes, parking area and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragments or parcels of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragments or parcels of land which heretofore were within the right of way proper of the Yamhill County Line-Stratton Ranch Section of the Salem-Dayton Secondary Highway in Polk County and Yamhill County, but which by reason of a relocation or realignment of said highway are now without the area improved and used by the traveling public, but are adjacent to and abut upon the said right of way, shall be preserved by the Highway Commission for such other public use as said land may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same, which said parcels or fragments of land are described as follows, to wit:

Parcel "B" - Easterly side of highway between Stations 542+90 and 571+70
Parcel "A" - Westerly side of highway between Stations 611+50 and 624+00

In addition to the foregoing descriptions of said fragments or parcels of land there is attached hereto a blueprint or map, marked "Exhibit 'A'", which by this reference is made a part hereof, and upon which map or exhibit there are shown shaded in red the parcels of land formerly within the old right of way, but which are now by this official act preserved for public purposes. The said exhibit or map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of November 1, 1935. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragments of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

* Map filed in Right of Way Abandonment and Retention File - No. 17





3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Polk County and to the County Court of Yamhill County.

The Engineer also reported that the relocation of the Bertha-Beaverton Highway in Multnomah County has eliminated from the main traveled portion of said highway certain sections or fragments of land which are not now required for the main traveled section of the road; nevertheless, they are required and are essential for other purposes, such as parking areas, storage sites, etc. He recommended that they be preserved by the state for such public purposes. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate portions of the Bertha-Beaverton Highway in Multnomah County; namely, portions of the section generally known as the Bertha-Washington County Line Section of said highway; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there have been eliminated from the main traveled portion of said highway certain sections or fragments of land, which said sections or fragments of land are more specifically defined and described hereinafter in this resolution and are reflected on a map or blueprint marked "Exhibit 'A'", a copy of which is attached hereto and made a part hereof; and

WHEREAS, while said sections or fragments of land are not required for use as a part of the main or traveled section of the highway, nevertheless the same are required, can be used, and are essential for other public purposes, to wit: storage purposes, parking areas and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragments or parcels of land hereinafter described;

NOW, THEREFORE the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragments or parcels of land which heretofore were within the right of way proper of Bertha-Washington County Line section of the Bertha-Beaverton Highway in Multnomah County, but which by reason of a relocation or realignment of said highway are

now without the area improved and used by the traveling public, but are adjacent to and abut upon the said right of way, shall be preserved by the Highway Commission for such other public use as said lands may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same, which said parcels or fragments of land are described as follows, to wit:

Parcel "A"- North side of highway between Stations 4+15 and 9+35
Parcel "B"- South side of highway between Stations 19+00 and 27+90
Parcel "C"- South side of highway between Stations 37+65 and 40+65
Parcel "D"- South dide of highway between Stations 50+55 and 53+85
Parcel "E"- North side of highway between Stations 55+25 and 63+25

In addition to the foregoing descriptions of said fragments or parcels of land there is attached hereto a blueprint or map, marked "Exhibit 'A'", which by this reference is made a part hereof and upon which map or exhibit there is shown shaded in red, the land or parcels of land formerly within the old right of way, but which are now by this official act preserved for public purposes. The said exhibit or map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and W. E. Chandler, Division Engineer, and bears date of November 8, 1935. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragments of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Multnomah County.

The Engineer also reported that the reconstruction of the Dallas-Coast Secondary State Highway No. 192, in Polk County, has rendered valueless for main traveled road purposes portions of the old road between Buell and Salt Creek. He said that, while these short sections are not needed as a part of the main traveled portion of the road, they can be used to good advantage and are required for other public purposes, such as parking areas, storage sites, etc. He recommended that they be preserved by the state for such public purposes. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate portions of the Dallas-Coast Secondary Highway No. 192 in Polk County; namely, portions of the Buell-Salt Creek Section of said highway; and

* Map filed in Right of Way Abandonment and Retention File - No. 18





WHEREAS, By reason of said relocation and reconstruction of said section of said highway there have been eliminated from the main traveled portion of said highway certain sections or fragments of land, which said sections or fragments of land are more specifically defined and described hereinafter in this resolution and are reflected on maps or blueprints, marked "Exhibit 'A'" and "Exhibit 'B'", a copy of each of which is attached hereto and made a part hereof; and

WHEREAS, while said sections or fragments of land are not required for use as a part of the main or traveled section of the highway, nevertheless the same are required, can be used, and are essential for other public purposes, to wit: storage purposes, parking areas and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragments or parcels of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragments or parcels of land which heretofore were within the right of way proper of the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County, but which by reason of a relocation or realignment of said highway are now without the area improved and used by the traveling public, but are adjacent to and abut upon the said right of way, shall be preserved by the Highway Commission for such other public use as said lands may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same. which said parcels or fragments of land are described as follows, to wit:

Exhibit "A"

Parcel "A"- North side of highway between Stations 337+20 and 349+00
Parcel "B"- North side of highway between Stations 350+80 and 355+80
Parcel "C"- South side of highway between Stations 355+80 and 363+70
Parcel "D"- North side of highway between Stations 363+70 and 372+00
Parcel "E"- South side of highway between Stations 373+00 and 380+00
Parcel "F"- North side of highway between Stations 380+20 and 385+50
Parcel "G"- South side of highway between Stations 386+00 and 393+65
Parcel "H"- North side of highway between Stations 393+65 and 404+00

Exhibit "B"

Parcel "I"- South side of highway between Stations 445+25 and 450+70
Parcel "J"- North side of highway between Stations 450+70 and 455+60

In addition to the foregoing descriptions of said fragments or parcels of land there are attached hereto blueprints or maps, marked "Exhibit 'A'" and "Exhibit 'B'", which by this reference are made a part hereof and upon which maps or exhibits there are shown shaded in red the land or parcels of land formerly within the old right of way, but which are now by this official act preserved for public purposes. The said exhibits or maps for identification purposes bear the signature of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and W.E. Chandler, Division Engineer, and bear date of November 1, 1935. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragments of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Polk County.

The Highway Commission had under consideration requests as follows for extensions of time within which to complete certain highway contracts:

R. F. Nichol, contract No. 1704, construction of a bridge over the Grande Ronde River on the Wallowa Lake Highway, in Wallowa County, requested an additional extension of time of 19 days, from September 30 to October 19, 1935, in which to complete this job. The Engineer advised that the date specified in the contract for the completion of this bridge was July 31, but it was extended by the Commission on September 6, 1935, for 60 days, with instructions to charge this contractor for extra engineering expense incurred by the state after July 31. The bridge was opened to traffic on October 5, he added, but a couple of weeks extra time was required for the contractor to put on the finishing touches and to clean up the site. He recommended that the extension requested be granted and that the contractor be penalized the amount of the extra engineering costs that have been incurred since July 31. Mr. Tom Davis, Highway Engineer, Bureau of Public Roads, who was present, concurred in the Engineer's recommendation. The Commission also approved the recommendation by unanimous vote, subject to the condition that the Bureau of Public Roads will confirm its concurrence in writing. (Bureau of Public Roads written approval was received on December 5.)

Tom Lillebo, contract No. 1697, construction of two bridges over Applegate River and Grays Creek on the Williams Secondary Highway in Josephine County, requested an additional extension of time, from September 30 to October 19, 1935, in which to complete this job. The Engineer advised that the contractor's failure to complete

* Map filed in Right of Way Abandonment and Retention File - No. 19





this job within the specified time limit can be attributed to the strike which delayed the delivery of steel to the job, a matter over which he had no control. He also advised that the bridge was opened to traffic prior to September 30 and that the traveling public has not been inconvenienced by not having had the use of the bridge before that time. He recommended, in view of the circumstances, that the extension requested be granted without penalty, notwithstanding that the contract calls for liquidated damages in the amount of $50.00 per day for each calendar day of delay in completion. Tom Davis, Highway Engineer, concurred in the Engineer's recommendation. The Commission approved the Engineer's recommendation by unanimous vote, subject to the condition that the Bureau of Public Roads will confirm its approval in writing. (Bureau of Public Roads written approval was received on December 5.)

The Engineer reported that contract No. 1753 with Harold Blake for the paving of the West Portland-Washington County Line Section of the West Side Pacific Highway, in Multnomah and Washington Counties, was completed on November 20, 1935, according to the requirements of the contract or modifications thereof, and that said job is now ready for acceptance by the Commission. The following resolution accepting this project was offered and was adopted by the Commission by unanimous vote:

WHEREAS, the Engineer has reported that contract No. 1753 with Harold Blake, contractor, for paving the West Portland-Washington County Line Section of the West Side Pacific Highway, in Multnomah and Washington Counties, was completed by the contractor on November 20, 1935, according to the terms and provisions of the contract, and that said job is now ready for acceptance;

THEREFORE, BE IT RESOLVED that the work covered by said State Highway Contract for the construction of said section of said state highway be declared completed according to the terms of the contract and that said job is hereby accepted and final payment is hereby authorized, subject to the receipt from the Bureau of Public Roads of its consent in writing to the extension of the time limit for the completion of this job.

The Commission considered and signed an agreement with Ladd & Bush, Bankers, Salem, providing for the sale to the bank of $400,000 Oregon Coast Highway Bridge Revenue Bonds, to facilitate the financing of the construction of the Coast Highway bridges.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. He submitted a list of properties desired, together with prices which it is proposed to pay for each, which the Commission carefully studied. The following resolution authorizing the acquisition of such properties was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth; and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section,Hwy.,and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Junction City-Eugene Section - Junction City-Eugene Secondary Hwy. | | | | |
| Young, Cole M. | Borrow Pit | 5.027 | $1000 Lump Sum | Parker |
| Conger, Sarah E. | R/W | 1.563 | Land $625 Lump Sum plus $75 | Parker |
| Gent, Michael | " | 4.15 | $100 per A.plus $75 | DeSouza |
| La Grande Undercrossing-Wallowa Lake Hwy. | | | | |
| Noble, Ada A.(Correction) | R/W | 88 Sq.Ft. | $50 Lump Sum | Benson |
| Enterprise-Joseph Section - Wallowa Lake Highway | | | | |
| Wilson, Hugh | R/W | 0.511 | $100 per A. plus $5 | Benson |
| Boner, Warren | " | 21 Sq.Ft. | $5 Lump Sum | " |
| Davis, Ward O. | " | 6100 Sq.Ft. | 1¢ per Sq.Ft.plus $50 | " |
| Kooch, J. B. | " | 24332 Sq.Ft. | 1¢ per Sq.Ft.plus $326.25 | " |
| Whitaker, Fred R. | " | 10040 Sq.Ft. | 1¢ per Sq.Ft.plus $65 | " |
| Sherry, D. E. | " | 1216 Sq.Ft. | 1¢ per Sq.Ft. plus $9 | " |
| Stearns, J. Percy | " | 0.141 | $150 per A. plus $192 | " |
| Eggleson, J. A. | Quarry Site | 1.25 | $150 Lump Sum | " |
| Sannar, John T. | R/W | 0.75 | $10 per A. plus $70.50 | " |
| Craig, W. F. | " | 0.89 | $20 per A. plus $67.50 | " |
| Shinn, Fred | " | 0.505 | $100 per A. | " |
| Craig, W. F. | Borrow Pit | 1.00 | Gratis | " |
| Craig, W. F. | R/W | 1.50 | 1.33 A. at $100 per A. 0.17 A. at $20 per A. plus $288 | " |





| Section,Hwy.,and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Deschutes County-McKenzie-Bend Highway | | | | |
| Deschutes County | Gravel Pit | 9.61 | $5.00 per A. | Lytle |
| Prineville-Ochoco Dam Section - Ochoco Highway | | | | |
| Wilson, Rose B. | R/W | 0.24 | $30 Lump Sum | McCallister |
| Union-North Powder Section - Old Oregon Trail Highway | | | | |
| Huffman, Leonard | Quarry Site | 5.97 | $50 Lump Sum-1 yr. Lease | Williams |
| Huffman, Leonard | Stockpile | 5.97 | Gratis, 5-yr Extension to present lease | " |
| Enterprise-Joseph Section - Wallowa Lake Highway | | | | |
| Astwood, J. B. | R/W | 0.272 | $100 per A. plus $99.50 | Benson |
| Cannon, A. M. | " | 4504 Sq.Ft. | 1¢ per Sq.Ft. plus $4.00 | " |
| Eggleson, J. A. | " | 2.65 | $75 per A. plus $382.00 | " |
| Moore, Sam M. | " | 113,400 Sq.Ft. | $2750 Lump Sum | " |
| Dorrance, W. C. | " | 0.311 at | $100 plus $5.00 Federal Land Bank Fee | " |
| Bluff South of Canemah-Pacific Highway | | | | |
| Heirs of Rakel Est. | R/W | 0.24 | $250.00 Lump Sum | DeSouza |
| Tillamook County-Wolf Creek Highway | | | | |
| Tillamook County | R/W | 18.57 | Gratis | Gardiner |
| Tillamook County | " | 12.72 | Gratis | " |

The Commission adjourned at 1:00 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the Auditorium of the Public Service Building, with the same members present, and also present were the State Highway Engineer, the Attorney, and the Secretary.

W. H. Lynch, District Engineer, Bureau of Public Roads, and Guy V. Lintner, State Administrator, Works Progress Administration, conferred with the Commission in regard to the furnishing of labor for highway construction work involving federal funds. It appears that Mr. Lynch has received instructions from his superiors in Washington, D. C., not to concur in the award of any contract for highway construction which is to be financed with federal money, unless "relief labor" is available to do the work contemplated thereunder.

Mr. Lintner said that W.P.A. projects have taken nearly all of the available relief labor, and while he has authority to take labor away from those jobs and place them on highway work, he hesitates to do so because of objections that have been offered to such procedure. He submitted a report on Relief activities in the various districts of the state, as follows:

| | | Total Registered | Total Referred |
|---|---|---|---|
| Dist. #1 - | Multnomah County | 14,963 | 9,611 |
| | Columbia " | 499 | 257 |
| | Hood River " | 188 | 217 |
| | Yamhill " | 136 | 48 |
| | Clackamas " | 1,379 | 960 |
| | Washington " | 739 | 440 |
| Dist. #2 - | Clatsop County | | |
| | Tillamook " | 757 | 709 |
| | Marion " | 1,881 | 1,145 |
| Dist. #3 - | Benton " | | |
| | Lincoln " | | |
| | Polk " | | |
| | Linn " | 1,293 | 794 |
| Dist. #4 - | Lane " | | |
| | Douglas " | | |
| | Coos " | | |
| | Curry " | 2,490 | 2,430 |
| Dist. #5 - | Jackson " | | |
| | Josephine " | 992 | 811 |
| Dist. #6 - | Wasco, Sherman Gilliam, Wheeler | 309 | 300 |
| Dist. #7 - | Jefferson, Crook & Deschutes | 173 | 127 |
| Dist. #8 - | Klamath & Lake | 552 | 511 |
| Dist. #9 - | Umatilla, Union, Morrow & Wallowa | 803 | 796 |
| Dist. #10- | Malheur, Grant, Harney & Baker | 584 | 572 |
| | TOTAL STATE OF OREGON | 27,738 | 19,728 |

The State Highway Engineer pointed out that according to his understanding the object of W.P.A. projects was to take up the slack in relief labor; in other words, that relief labor should be furnished for highway work in preference to W.P.A. projects, and it was his thought that just because the W.P.A. projects have taken most of such labor, that is no justification for not awarding the highway contracts.

Mr. Lynch concurred in the understanding of the Engineer as to the object of the W.P.A. projects but questioned his authority to concur in the





award of contracts for some of the jobs for which bids were taken today in view of his instructions from Washington, D. C. After considerable discussion Mr. Lynch finally agreed to join with the Commission in the award of contracts involving work for which bids were opened today.

In this connection Mr. Lynch inquired whether or not the Highway Department has a representative who checks on the contractors' activities in regard to the labor requirements. He was informed that Ray Webber, an engineer connected with the Highway Department, has been selected to perform such duty. It was thereupon agreed that Mr. Webber should contact Engineer John R. Sargent of the Bureau of Public Roads who has been appointed to perform similar duties, and arrange to work together while Mr. Sargent is in Oregon.

The Engineer brought up for discussion the matter of payment to Multnomah County of the balance due the county in connection with the construction of the "Fourth Street" Highway between Portland south city limits and Multnomah-Washington County line, as per the agreement heretofore entered into between the county and the state, covering such construction. He stated that according to the agreement of November 2, 1932, the state was to contribute $136,000 and that the county was to pay all clearing, grading and drainage costs; also, that the state has paid $126,000 on its account, leaving a balance of $10,000, which was retained until the county performed its part of the agreement. Subsequently, he said, the state performed certain work on this road, which, according to a strict interpretation of the agreement, should be paid for by the county, and the question now arises whether or not the cost of this work should be deducted from the $10,000 due the county, especially in view of the fact that the county objects to such deduction on the grounds that such work was not a county obligation. He gave as his thought that the county's objections should be recognized and that only those items that are clearly chargeable to the county should be deducted from the $10,000 retained by the state. After some discussion and a study of items included in the statement of work performed by the state, it was finally agreed to charge the county a total of $773.11 and to pay the county the difference between this amount and the $10,000 retained, or a total of $9,226.89 as payment in full. The Engineer was instructed to prepare a voucher in accordance with such understanding.

Mr. Cyril Brownell, Portland, came before the Commission in regard to a claim for gravel which he alleges was taken by the State Highway Department from his property along the Columbia River, near the town of Umatilla, in Umatilla County. It appears that someone took about 2800 cubic yards of gravel from Mr. Brownell's land without his consent and without paying him for the material and he is of the impression that the Highway Department is the offending party and has billed the Commission for the material at the rate of 25¢ per cubic yard; also, that investigation reveals that the state took not to exceed 150 cubic yards of gravel and before taking it secured the consent of the Umatilla County Court thereto, in the belief that the county owned the pit. The Engineer advised that there is a question whether the state took gravel from Mr. Brownell's land or from the bed of the Columbia River, as defined by the meander line of this stream, and that this cannot be definitely determined until a survey has been made to reestablish such

meander line. He gave as his thought that it would be advisable and cheaper to pay Mr. Brownell for the 150 cu. yds. taken by the state at the customary rate of three cents per cubic yard than to reestablish the meander line, and he so recommended. Mr. Brownell refused to accept settlement at the rate of 3¢ per cu. yd. and insisted on a payment of 25¢ per cu. yd., which he declared covers damage to his property as well as the price of the gravel, and is the customary charge of dealers in that vicinity for gravel that is taken by trespass. He added that this gravel was taken from a location that he would not have had disturbed for anything.

After further discussion, the Commission deferred its decision pending a determination of the facts in the case and an investigation to ascertain definitely the location of the meander line of the river and whether the gravel was actually taken from Mr. Brownell's land or from the bed of the Columbia River, below the meander line. The Commission instructed the Assistant Attorney to make such investigation.

A delegation representing the Southeast Portland Chamber of Commerce and consisting of T. J. Armentrout, President, Wilson H. Scott, Vice-President, and L. A. Mathison, Secretary, came before the Commission and renewed its plea for the construction of the proposed extension of Foster Road, Portland, to a connection with the Mt. Hood Highway near the town of Sandy. They inquired what plans the Commission has for this project and when construction would be undertaken.

They were informed of the results of the Engineer's investigations of the alternate routes to serve this district, and were told that, considering the facts as disclosed by the Engineer's report, the Commission has decided that the economical and proper thing to do is to modernize the present Powell Valley Road rather than to construct an entirely new highway, and has so ordered. It was explained that the Powell Valley Road is a Federal Aid Highway and must be maintained whether or not the Foster Road extension is constructed and that it is quite unlikely that the Federal Government would approve the expenditure of government money for two roads located so close together and serving practically the same district, and in that event it would be necessary to remove the Powell Valley Road from the Federal Aid System, which the people who use this road would strenuously oppose. It was pointed out that it was originally contemplated to finance the building of the Foster Road extension with federal money which is required to be expended for county road construction, but Clackamas County did not appear to be much interested and refused to buy needed right of way for which state funds could not be used because the road is not on the state highway system.

F. M. Schmidtke and his attorney, Millen F. Kneeland, Portland, came before the Commission and requested permission to truck logs over the Columbia River Highway from Brower Road to Troutdale. It appears that Mr. Schmidtke has some 20,000,000 feet of timber to market and the only way he has to get this timber to market is by truck over the highway, which privilege has been denied him by reason of the Commission's ruling that prohibits the granting of permits for such hauling on this road, at least as far as the town of Corbett, where a county road is available to reach the Columbia





River provided Multnomah County will grant permission to use the road, which they have refused to do up to the present time. Mr. Kneeland urged the Commission to state its willingness to let Mr. Schmidtke truck his logs over the highway as far as Corbett, and they would then renew their application with the county for similar privileges on the county road. Chairman Cabell pointed out that there are many sharp curves in the highway where Mr. Schmidtke proposes to do his hauling and the Commission considers that the hauling of logs thereover will create too great a hazard to other traffic, for which reason it has ordered that no more permits shall be issued for such use of this road or for any special use of the road between Portland and The Dalles, and in line with such decision has denied a number of applications for such special use.

After further discussion, in which Mr. Schmidtke asserted that the sharp curves in the highway are outside the limits of his proposed hauling, the Commission told Mr. Schmidtke that he would be given a definite answer on the following Monday. The Commission referred the matter to the Engineer for investigation as to the highway curvature at this point and for a recommendation as to whether or not the permit should be issued.

A delegation of twenty or more people from Yamhill, Polk, and Benton Counties, headed by W. S. Allan, County Commissioner of Yamhill County, came before the Commission and urgently requested the construction of the so-called "Amity-Dayton Cutoff" which extends from a point on the West Side Pacific Highway about one mile north of Amity to a connection with Three Mile Lane Secondary Highway No. 152 near Dayton, and provides a new road to Portland from points south of Amity that is about four miles shorter than the present route through McMinnville. Other members of the delegation were Oscar Hayter, Dallas; A. W. Newby, E. R. Mitchell, G. B. Abraham, Guy Mott, H. W. Torbet, O. E. Roth, and L. W. Dickey, all of Amity; Paul Londershausen, Fred C. Matches, Earle Colvin, F. B. Willert, and Harry Sherman, all of Dayton; J. M. Wise and H. J. Elliott, Perrydale; C. C. Cochran, Secretary, Corvallis Chamber of of Commerce, and L. N. Traver, Corvallis.

Mr. Hayter presented the principal arguments in support of their request. He said that all of the towns that are served by the West Side Pacific Highway south of McMinnville are in favor of this cutoff and that the only reason that the people of McMinnville object to it is because they are afraid that they will lose a little transient business. He declared that there is no project in view at this time that will produce as much saving to as great a number of people as this project. In reply to an inquiry by the Commission's Engineer whether they want the route of the West Side Pacific Highway changed or simply want a good oiled road to reduce the distance to Portland, Mr. Hayter said that they do not care where the highway is routed---all that they want is a good straight road to Portland.

In support of his oral arguments, Mr. Hayter presented numerous petitions bearing the names of 512 residents of Washington, Yamhill, Polk, Benton, and Lincoln Counties, in which the Commission is urged to place the Amity-Dayton route on the state highway system and construct the same at the earliest possible time.

Chairman Cabell advised the group that the Commission had it in mind at one time to construct this road, using federal funds which are required to be expended for county road construction to finance the work, and had the money appropriated for the purpose, but it was necessary to eliminate the project from the construction program because Yamhill County could not find the money to buy the right of way. He explained that the state could not buy the right of way because the road is not on the state highway system and the Commission did not feel inclined at that time to designate it a state highway. He concluded the hearing by stating that the Commission has no funds available now to finance the project, but will be glad to reconsider it for future funds.

Mr. J. E. Moore, Chairman, Board of Directors, Hazelwood Mutual Water Company, Portland, and Dr. Snyder, member of the Board, came before the Commission in regard to the pipe lines of their company which will have to be reconstructed in connection with the improvements contemplated by the Commission on 122d Avenue, N.E., 102d Avenue, N. E., and on Halsey Street, east of Portland in Multnomah County. They stated that theirs is a mutual concern which operates without profit and that they have no funds to pay the cost of such reconstruction work, which they estimated would amount to about $3000. They asked the state to pay this expense.

At the request of Chairman Cabell the Attorney advised that wherever said pipe lines are located within the present highway right of way limits, the company would have to pay the cost to reconstruct them; but funds from other sources should be provided to finance reconstruction of the pipe lines outside of such right of way limits. The Commission, he added, is without legal authority to pay such expense because the road is not on the state highway system; wherefore, the funds would have to come either from the federal government or from the county.

W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, stated that he believed that government funds could be used to pay such costs as a contingency item in connection with each of said projects.

After further discussion, the Commission ordered an investigation to determine the cost to rebuild these pipe lines in conformity with the plans for the road improvements and to submit a supplemental estimate to the Bureau of Public Roads to include such costs in connection with such projects.

J. G. Johnson, Jennings Lodge, was present in regard to a drainage matter along the East Portland-Oregon City Highway near Jennings Lodge. It appears that when this highway was constructed, a 42-inch concrete pipe culvert was installed at a certain location at an elevation that will not permit water from an adjacent private drainage ditch to flow through it, although it was installed on solid rock very close to the then-existing flow line; consequently, the water backs up on said private property, to the detriment of the owners of such property. It also appears that in order to correct this situation it will be necessary to lower the culvert about two and one-half feet. There was a question in the minds of the Commission as to its responsibility to lower this culvert, in view of the fact that the pipe was





installed on solid rock and it is evident that water from the drainage ditch never did flow across the highway at this location; however, the Commission decided, in view of the fact that the ditch cannot possibly be drained under present conditions, that it has some obligation in the matter and accordingly authorized the Engineer to lower the culvert at state expense. The matter was referred to the Engineer to work out the details of construction and to have the work done at a convenient time.

At 4:30 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were opened at the morning session, such awards having been approved previously by the Commission by unanimous vote:

"Construction of a bridge over the North Fork of the John Day River and 0.48 mile grading and surfacing on the Long Creek-Monument County Road at Monument, in Grant County. The low bid received for this project is that submitted by Tom Lillebo, Reedsport, at $62,818.00. The next low bid is that of Oregon Contracting Co. and Theo. Arenz, Portland, at $63,429.00. There are three higher bidders. The Commission holds the award of this contract pending satisfactory conclusion of right of way matters and refers the bids to the Engineer with power to award to the low bidder when such matters have been cleared up.

"Construction of 0.41 mile of grading and a concrete and steel undercrossing under the Southern Pacific Company's tracks on the Pacific Highway, about 9 miles south from Ashland, in Jackson County. The low bid submitted for this project is that of Berke Bros., Portland, at $158,765.00. The next low bid is that of E.C. Hall, Eugene, at $164,273.00. There are five higher bidders. The Commission awards this contract to the low bidder, Berke Bros., at their bid price of $158,765.00.

"Grays Creek-Powers Ranch Section of the Williams Secondary Highway, in Josephine County. 2.09 mile grading, surfacing and oil mat surface treatment. The low bid is that of E. C. Hall, Eugene, at $38,362.50. The next low bid is that of F. C. Dillard, Medford, at $39,343.00. There is one higher bidder. The Commission has deferred the award of this contract pending clearing up of right of way matters and has referred the bids to the Engineer with power to award to the low bidder when these matters have been completed.

"Construction of a concrete bridge over the O.C.& E. Railroad and 0.51 mile grading, surfacing and bituminous macadam, on the Klamath Falls-Lakeview Highway, near Dairy, in Klamath County. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $40,245.00. The next low bid is that of G. I. Stebbins Construction Co, Klamath Falls, at $41,394.00. The Commission has rejected all bids and has ordered the project readvertised.

"Construction of nine creosoted pile trestle bridges and a concrete box culvert on the Junction City-Eugene Secondary Highway,

in Lane County. The low bid submitted for this project is that of Mountain States Construction Co., Eugene, at $34,316.50. The next low bid is that of J. F. Johnston, Newberg, at $34,960.00. There are six higher bidders. The Commission has deferred the award of this contract because of uncompleted right of way matters and has referred the bids to the Engineer with power to award to the low bidder when these matters have been cleared up.

"Construction of a concrete bridge over the Southern Pacific Company's tracks and 0.52 mile grading and paving on the Junction City-Eugene Secondary Highway, about one mile north of Eugene, in Lane County. The low bid submitted for this project is that of Harold Blake, Portland, at $74,185.50. The next low bid is that of E. H. Itschner & E. L. Rigdon, Barlow, at $80,007.50. There are eight higher bidders. The Commission awards this contract to the low bidder, Harold Blake, at his bid price of $74,185.50.

"Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway, in Lane County. 6.0 miles of grading and surfacing. The low bid is that submitted by E. H. Itschner & E. L. Rigdon, Barlow, at $89,142.50, with a lump sum reduction of $500 in the event they are also awarded the contract for the grading of the Junction City-Siuslaw Junction Section of this highway, for which bids have also been received at this session. The next low bid is that of Jacobsen-Jensen Co., Portland, at $93,950.00. There are seven higher bidders. The Commission has deferred the award of this contract pending acquisition of right of way and has referred the bids to the Engineer with power to award to the low bidder, Itschner & Rigdon, at their bid price of $89,142.50 less $500, inasmuch as they are also being awarded the Junction City-Siuslaw Junction project.

"Junction City-Siuslaw Junction Section of the Junction City-Eugene Secondary Highway, in Lane County. 1.8 miles grading. The low bid is that submitted by Jacobsen-Jensen Company, Portland, at $26,092.00. The next low bid is that of Itschner & Rigdon, Barlow, at $26,855.50. There are twelve higher bidders. The combination bid of E. H. Itschner and E. L. Rigdon for this project and for the Awbrey-Eugene project, considering the reduction of $500 which they have offered for being awarded both jobs, makes their combination bid the low bid for both projects, for which reason the Commission has awarded this contract to E. H. Itschner and E. L. Rigdon at their bid price of $26,855.50.

"Byerley Corner-Bethel Section of the Lincoln-Ballston County Road, in Polk County, and Corvallis Junction-Peoria Section of the Corvallis-Harrisburg County Road, in Linn County. 12.87 miles oil mat surface treatment. The low bid is that of Edwin C. Gerber Oregon City, at $33,353.50 based on the use of road oil. Mr. Gerber did not submit a bid based on the use of tar. The next low bid is that of J. C. Compton, McMinnville, at $35,361.00 based on the use of road oil and $35,123.00 based on the use of tar. There are





two higher bidders. The Commission has awarded this contract to the low bidder, Edwin C. Gerber at his bid price of $33,353.50, based on the use of road oil.

"Cairo-Adrian Rock Production Project on the Old Oregon Trail and Jordan Valley Secondary Highway, in Malheur County. Furnish approximately 7000 cubic yards of crushed gravel in stock piles. The low bid is that submitted by Quinn-Robbins Co., Inc., Boise, Idaho, at $9,684.00. The next low bid is that of Chester T. Lackey, Ontario, at $11,020.00. There are four higher bidders. The Commission awards this contract to the low bidder, Quinn-Robbins Co., Inc., at their bid price of $9,684.00.

"Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway, in Marion County. 13.69 miles resurfacing and oil mat surface treatment. The low bid submitted for this project is that of R. O. Dail and Warren Bros., Inc., Aberdeen, Wash., at $53,375.00 based on the use of road oil and $53,247.00 based on the use of tar. The next low bid is that of Homer G. Johnson, Portland, at $55,860.00, using road oil, and $58,320.00, using tar. There are three higher bidders. The Commission has awarded this contract to the low bidder, R. O. Dail and Warren Bros., Inc., at their bid price of $53,247.00, using tar.

"Construction of an underpass under the O.W.R.& N.Co. tracks and 0.3 mile grading and paving on 162d Avenue (Barker Road), about 4 miles east of Portland, in Multnomah County. The low bid submitted for this project is that of Edlefsen-Weygandt Co., Portland, at $44,580.50 using tar. They did not submit a bid based on the use of road oil. The next low bid is that of Kern & Kibbe, Portland, at $44,638.00 using road oil, and $44,686.00 using tar. There are five higher bidders. The Commission awards this contract to the low bidder, Edlefsen-Weygandt Co., at their bid price of $44,580.50 based on the use of tar.

"Island City-Grande Ronde River Section of the Cove Secondary Highway, in Union County. 5.76 miles regrading, surfacing and oil mat surface treatment. The low bid for this work was submitted by Hart Construction Co., La Grande, at $49,433.00. The next low bid was that submitted by Homer G. Johnson, Portland, at $50,085.00. There were three higher bidders. Consideration of these bids in combination with those received this day for the construction of the Enterprise-Joseph Section reveals that the combination bid of Homer G. Johnson for both jobs is the lowest combination bid received. The Commission therefore awards this contract to Mr. Johnson at his bid price of $50,085.00.

"Hot Lake-Bidwell Hill Rock Production project on the Old Oregon Trail, in Union County. Furnish approximately 6000 cubic yards

crusned rock in stock piles. The low bid is that submitted by A. S. Wallace, Roseburg, at $13,260.00. . The next low bid is that of Quinn-Robbins Co., Boise, at $14,340.00. There are four higher bidders. The Commission awards this contract to the low bidder, A. S. Wallace, at his bid price of $13,260.00.

"Enterprise-Joseph Section, Wallowa Lake Highway, in Wallowa County. 5.98 miles regrading, surfacing and oil mat surface treatment. The low bid submitted for this project was that of Brent Sturgill Co., Inc., Cascade Locks, at $84,445.80. The next low bid was that of Homer G. Johnson, Portland, at $84,489.50. There were four higher bidders. Mr. Johnson qualified his bid by stating that he would reduce the total amount thereof by $2500 if he was also awarded the contract for the Island City-Grande Ronde River project, in Union County, for which bids were also taken at this meeting. Considering this reduction, Mr. Johnson's combination bid for both of these projects is the low combination bid received. Therefore, the Commission awards this contract to Mr. Johnson at his bid price of $84,489.50, less $2500."

Harold B. Say, Director of the Travel and Information Department, was present and reported the basic recommendations of the Advisory Committee heretofore named by the Commission to act in conjunction with this department. The Commission approved the report.

Mr. Say submitted a budget calling for a total expenditure of $55,000 to cover the activities of his department during the calendar year 1936, as follows:

| | | |
|---|---|---|
| (a) | Space Advertising of scenic and recreational attractions of Oregon | $35,000 |
| (b) | Publication of booklets for distribution through tour bureaus, travel agencies, auto clubs, mail, etc. | 6,000 |
| (c) | Postage and express | 2,500 |
| (d) | Photographs and photography | 2,000 |
| (e) | Cut mats for distribution primarily to Oregon newspapers (scenic and recreational views) | 400 |
| (f) | Cuts and electros for loaning | 250 |
| (g) | Travel | 1,000 |
| (h) | Stationery, telephone, office equipment, miscellaneous, contingencies | 1,624 |
| (i) | Salaries - extra help | 6,226 |
| | TOTAL | $55,000 |

He explained that two plans are under consideration for conducting the space advertising program, one of which contemplates a major endeavor in the state of California, the inter-mountain region, the middle-western states and Canada, but does not provide for the employment of any national media except certain teachers' magazines; while the other contemplates a lesser





undertaking in California but provides for the modest use of two national media,- namely, "Time" and "National Geographic" magazines. Which of these plans should be adopted, he said, depends on whether or not private money will be available from Oregon to permit this state to participate in "Evergreen Playground Association" advertising in California. It was his thought that the prospects of securing private money through the Portland Chamber of Commerce are very good and advised that if such money becomes available, the plan which contemplates national advertising will be followed.

After some discussion, Chairman Cabell and Commissioner Tou Velle approved the plans as outlined by Mr. Say, subject to concurrence by Commissioner Aldrich. The Commission also approved the 1936 budget of the Travel and Information Department, subject to the condition that the total expenditure shall not exceed the sum of $50,000, or $5000 less than the total amount requested, and subject further to concurrence by Commissioner Aldrich. (Mr. Say reported later that he contacted Commissioner Aldrich in regard to these matters and that Mr. Aldrich concurred in full.)

The Commission considered and by unanimous vote adopted the following resolution renewing its offer to Ben R. Chandler et al, defendants in the Commission's pending action in the Circuit Court of Coos County, for the acquisition of right of way for the Coast Highway bridge across Coos Bay, to permit the construction and maintenance of a private roadway beneath said bridge:

WHEREAS, there is pending in the Circuit Court of the Circuit Court of the State of Oregon for Coos County an action entitled State of Oregon by and through its State Highway Commission, composed of Leslie M. Scott, E. B. Aldrich and Carl G. Washburne, Plaintiff, vs. Ben R. Chandler, et al, Defendants, by which action the State proposes to appropriate and has appropriated for right of way purposes in connection with the construction of the bridge over Coos Bay in Coos County, Oregon, certain real property belonging to the defendants, or in which they have or claim an interest; and

WHEREAS, prior to the filing of the complaint, the State of Oregon, by and through its State Highway Commission, offered the defendants, in conjunction with and as a part of its offer and negotiations for the acquisition of said property by agreement, the privilege of passageway beneath said structure at convenient places, and further offered to permit the defendants to construct and maintain beneath said bridge a private roadway for their convenience and accommodation in the use and enjoyment of their premises; and

WHEREAS, said offer was rejected and the State of Oregon, through its Highway Commission, now, for the purpose of minimizing the damage or injury to said property, if there be a damage or injury by reason of the appropriation for highway purposes of the land described in said complaint, by this resolution renews said offer;

THEREFORE, be it and it hereby is resolved by the Oregon State Highway Commission, all members being present and participating,

as follows:

1. The State hereby offers to permit incorporation in the final order and judgment made by the court in said eminent domain proceedings of a provision which will insure to the defendants a right and privilege to construct and thereafter maintain beneath said bridge at sites hereinafter designated a roadway for vehicular traffic and/or a railroad for rail traffic. Said railroad and said road if constructed and maintained may be at any one or more of the following sites and under the express conditions herein set out:

(a) The site or sites at which said roads and/or railroads may be constructed shall be within any one or more of the following spans or openings beneath said bridge and across said right of way.

| Span Station to Station | Distance in Feet |
|---|---|
| 71+60 to 73+70 | 210 |
| 74+30 to 76+17 | 187 |
| 76+77 to 78+47 | 170 |
| 79+07 to 80+57 | 150 |
| 81+17 to 82+49 | 132 |
| 83+09 to 84+20 | 111 |

Said stations and distances are intended to define areas no part of which shall be closer to any pier than a point which is thirty (30) feet distant from the center of such pier.

(b) x x x x

(c) Defendants may, to an elevation of nine feet above mean sea level, fill beneath said bridge structure with dredgings or other suitable materials and maintain the same to such level.

(d) The defendants and/or their successors in interest shall be responsible for and shall make good and restore any damage to said structure or any part thereof, which damage is due to or caused by or may be occasioned in connection with the construction and/or maintenance of any roadway and/or railroad beneath said structure or by reason of the filling beneath said bridge.

(e) If this offer is not accepted in open court by the defendants, then it shall be deemed rejected and shall be given no consideration by the court in the final order or judgment.

(f) Any structure built or maintained under or beneath said bridge by the defendants, or their successors in





interest, or any other work done beneath said structure by said parties, shall be done in a manner satisfactory to the State Highway Engineer.

2. J. M. Devers, as Attorney for this Commission, be and he hereby is instructed and authorized to offer in open court at the time of the trial of said cause a certified copy of this resolution, the acceptance of which by the defendants shall authorize the court to include in the decree, order or final judgment a provision granting to the defendants the privileges, benefits and rights herein set out.

The Commission considered and ordered filed communications as follows, urging the elimination of the railroad grade crossing on Franklin Ave., Bend, instead of the grade crossing on Third Street, Bend, as has been proposed, each of which grade crossings is on the route of The Dalles-California Highway in Bend:

1. Letter from Carey, Hart, Spencer and McCulloch, General Counsel, Oregon Trunk Railway
2. Telegram from Fred Simpson, Mayor, Bend
3. Telegram from Bend Chamber of Commerce
4. Telegram from Robert Sawyer, Bend

The Commission discussed the proposed improvement of the Wallowa Lake Highway between the town of Wallowa and Rock Creek, particularly right of way matters in connection therewith. It appears that the proposed improvement involves the relocation of the highway across property belonging to the Bowman-Hicks Lumber Co. and that this company has demanded an amount for a right of way which the Commission considers exorbitant and many times in excess of the real value of the land. The Commission decided that it would be unwise to re-advertise this job for bids until the right of way has been acquired; also, that the County Court of Wallowa County should be apprised of the facts of this case and the reasons for such action. Accordingly, the following telegram was ordered sent to the County Court over the signature of Chairman Cabell:

HIGHWAY COMMISSION AWARDED ENTERPRISE-JOSEPH OILING CONTRACT SATURDAY BUT DEFERRED WALLOWA-ROCK CREEK JOB PENDING SETTLEMENT OF RIGHT OF WAY STOP BOWMAN-HICKS COMPANY ASKING EXTRAVAGANT PRICE AND COMMISSION HAS DECIDED NOT TO TAKE POSSESSION OR LET CONTRACT UNTIL MATTER HAS BEEN DECIDED BY JURY OR OTHERWISE SATISFACTORILY SETTLED

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:00 o'clock p. m.

Henry F. Cabell
Chairman

[signature]
State Highway Engineer

F L Toe Velle
Commissioner

[signature]
Secretary

Portland, Oregon, December 27, 1935.

The State Highway Commission met in special session at 9:00 o'clock a. m. in Room 306 Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner F. L. Tou Velle was excused from attending this meeting.

The Commission discussed the proposed construction of the 17th Street-Union Avenue Section of the East Portland-Oregon City Highway in the city of Portland, particularly the matter of right of way and the payment of damages to property owners whose property is affected by this improvement, either by having a part of it taken from them for right of way or by having it damaged by reason of changes in street grade lines necessitated by the proposed improvement.

The Attorney pointed out that the Commission cannot legally proceed with this project until the City Council has approved the proposed grade line and the city is without authority to change any street grade line without paying for damage that may occur to the adjacent properties, provided a physical damage will occur; furthermore, there is a restriction in the city charter which provides that the council cannot change a street grade line without the consent of the owners of the property affected by such change.

After some discussion of this matter, the Commission referred it to the Attorney for a report on the legal features involved, after consulting with the City Attorney, including an opinion as to whether or not the Commission has legal authority to pay damages in cases where no land is taken for right of way, but the property is devalued by reason of a change in the street grade line. The Commission decided that if state money cannot legally be expended for the payment of such damages, then an understanding must be had with the city to pay such expense. The Attorney was also instructed to ascertain and report to the Commission how much property along this proposed route will be affected in this manner. The Attorney reported later in the meeting that he consulted Frank S. Grant, City Attorney of Portland, in regard to this matter and was informed by Mr. Grant that the city has the authority to change the grade of any city street as occasion demands, but must pay the property owners for any damage that may result therefrom and shall make a special assessment to pay such damage.

The Engineer reported that in connection with the county road projects that are included in the W.P.A. program there will be various items of non-participating expense for which the state will be unable to obtain reimbursement from the Federal Government, which items may amount to only a few hundred dollars or may even go as high as several thousand dollars. He advised that unless provision is made for the counties to pay this expense, the books of the Commission will show them paid with state money, which in his





estimation should not be permitted because the Commission has no legal authority to spend state funds for improvements that are not on state highways. The same situation applies, he added, to survey expense incurred in connection with county road improvements. He gave as his thought that the Commission should enter into an agreement with each county affected, to the end that the counties assume this expense, should any accrue.

The Attorney gave as his opinion that the Commission has legal authority to pay the cost of surveys but it has no such authority to pay construction costs in connection with this class of projects.

After some discussion the Commission ordered that agreements be entered into with each of the counties in which the Commission proposes to do county road work and that no contract for such road work be awarded until the county has accepted and signed such agreement. The Attorney was instructed to prepare immediately an appropriate form of agreement to cover the situation.

The Engineer brought up for discussion the proposed railroad grade crossing elimination program and particularly a letter dated December 19, 1935, from F. E. Andrews, Senior Highway Engineer, Bureau of Public Roads, in regard thereto, in which Mr. Andrews indicates that the proposed program does not meet the approval of the Bureau, and requests changes therein so that the federal money will be more equitably distributed to the various railroads. The Engineer advised that it would be practically impossible to comply with the Bureau's demands and in any event it would mean a reduction in the amount allocated for grade separation projects affecting the Southern Pacific Railroad, which are very important, and should not be given up. He recommended that the Commission adhere to the program as already arranged and requested authority to argue the matter with W. H. Lynch, District Engineer, Bureau of Public Roads, when he returns from Washington, D. C. The Commission concurred in the views of the Engineer and thereupon approved his recommendation and request by unanimous vote.

The Assistant Attorney reported that the Public Utilities Commissioner's hearing on the proposed overcrossing of the Oregon Electric Company's tracks at Metzger, Washington County, is to be held at 2:00 o'clock p. m. this day in Hillsboro, in connection with which the railroad company will undoubtedly contend for the use of concrete piers for main span supports rather than for timber bents, which the plans call for. He requested instructions whether or not he should concede this point to the railroad company or should insist on framed timber bents. The Commission instructed him to insist on the use of timber type of construction in the interests of economy and the promotion of the timber industry.

The Engineer brought up for discussion a letter from Walter W.R.May, Manager, Portland Chamber of Commerce, in regard to the construction of a view site adjacent to the Columbia River Highway for tourists who wish to observe the Bonneville Dam construction. In this connection he read a report from Maintenance Engineer J. N. Bishop who investigated several proposed sites in company with George Otten, Landscape Engineer, and Mervyn Stephenson, Assistant Bridge Engineer, in which Mr. Bishop gives as his opinion that the only

suitable location for such view site is on Bradford Island in the midst of the dam construction operations, from which location, if an observation platform is constructed, a full view of construction work may be obtained. He recommended the adoption of Mr. Bishop's report and that Construction Engineer H. G. Smith and Mr. Otten contact the government engineers and arrange, if possible, for the construction of an observation tower at this location. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration at this time matters pertaining to the claim of Wm. von der Hellen arising out of his contract with the state for the construction of the Neil Creek-Barron Creek section of the Pacific Highway in Jackson County, being State Highway Contract No. 1502.

The Attorney reported receipt of a letter from Mr. von der Hellen's attorney, Tom Holman, Seattle, stating that they regret the Commission has seen fit to deny their claim and advising that legal action is the only thing for them to undertake. The Commission took no action on the matter.

The Engineer reported that on December 3, in conformity with authority heretofore given him by the Commission, he awarded to Mountain States Construction Company, Eugene, the contract for the construction of nine creosoted pile trestles and a concrete box culvert on the Junction City-Eugene Secondary Highway, this company having submitted the low bid of $34,316.50 for such work on November 30, 1935, and the conditions of the award having been fully satisfied. The Commission confirmed, by unanimous vote, the award of this contract to the Mountain States Construction Company, as reported by the Engineer.

The Engineer also reported that the conditions of the award of the contract for the construction of the bridge over the North Fork of the John Day River at Monument, in Grant County, have been fulfilled, and recommended the award of this contract to Tom Lillebo, Reedsport, who submitted the low bid therefor in the amount of $62,818.00, on November 30, 1935. The Commission approved the Engineer's recommendation and thereupon awarded said contract to Mr. Lillebo at his bid price of $62,818.00, subject to concurrence by the Bureau of Public Roads.

The award of contracts for the construction of the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway and for the construction of the Grays Creek-Powers Ranch Section of the Williams Secondary Highway, in Josephine County, bids for which were received on November 30, 1935, also had the consideration of the Commission. The Commission authorized the Engineer to award these contracts to the low bidder in each case as soon as the conditions of the awards have been satisfied and the awards have been approved by the Bureau of Public Roads.

The Commission considered and by unanimous vote approved the following list of state fund oiling projects for construction in 1936:

| | | |
|---|---|---|
| Division #1 | | |
| Nehalem Highway (Pittsburg to Mist) | $42,000 | |
| Corvallis-Newport Highway (Pioneer Mt.-West) | 25,000 | $67,000 |

(Continued next page)





(1936 oiling projects continued:)

| | | |
|---|---|---|
| Division #2 | | |
| Umpqua Highway (About ½ Reedsport-Scottsburg) | $50,000 | $50,000 |
| Division #3 | | |
| McKenzie Highway (Lava Beds-East) | $28,000 | $28,000 |
| Division #4 | | |
| Wallowa Lake Highway (Elgin-Rock Creek Sec.) | $55,000 | |
| Pendleton-Cold Springs Highway (Holdman-West) | 55,000 | $110,000 |
| TOTAL | | $255,000 |

The Engineer reported that Contractor Harold Blake, to whom the Commission awarded the contract for the construction of the Eugene overcrossing project on the Junction City-Eugene Secondary Highway, wants to subcontract about fifty per cent of his contract, particularly the structure work, paving and guard fence construction, to the Mountain States Construction Company and the Collins Concrete Pipe Company, and do only the grading work himself. He advised that the provisions of Mr. Blake's contract allow him to subcontract such amount of work but the Bureau of Public Roads has since eliminated that provision from contracts that are being financed with federal money and there is a question in his mind whether or not Mr. Blake should be allowed to take advantage of such provision. The Commission took the attitude that inasmuch as Mr. Blake's contract provides that he can subcontract such portion of his job, he should be allowed to do so, and so ordered, subject to the approval of the Bureau of Public Roads.

Reconsideration was given by the Commission to the acquisition of a stock pile site in Simpson Park in North Bend, Coos County, which the city of North Bend offered to donate to the state if the state will plant trees and shrubbery in front of the stock pile so that it will not be visible from the highway and will not detract from the park.

The Engineer advised that an inspection of the premises was made by Maintenance Engineer Bishop, who reports that very little screening will be required to hide the stock pile from view and recommends that the city's offer be accepted with the conditions as specified. The Engineer concurred in Mr. Bishop's recommendation and requested instructions in regard to the matter. The Commission approved the Engineer's recommendation and authorized him to accept the gift in behalf of the Commission by appropriate letter of thanks.

Robert W. Sawyer, Bend, Oregon, came before the Commission at this time in regard to the railroad grade crossing elimination project that the Commission proposes to construct in the city of Bend. He was accompanied by D. H. Peoples, Secretary, Bend Chamber of Commerce, A. J. Witchel, Assistant Superintendent, S.P.& S.Railway, and B. M. Howard, bridge engineer for the railroad company.

Mr. Sawyer gave as his understanding that the Commission has

definitely decided to do away with the present grade crossing on Third Street on the route of The Dalles- California Highway in the southern part of the city, whereas in the minds of the people of Bend the grade crossing on Franklin Street is far more hazardous and should be given preference over the other. He said that he voiced the sentiment of the business interests of the town as well as that of the Chamber of Commerce, the City Council and the School Board which is vitally interested in the matter from the standpoint of safety to school children. He also said that the elimination of the Franklin Street crossing is the choice of the railroad company and that none of the groups mentioned is in accord with the Highway Commission in its selection of the Third Street crossing. He advised that their plea is made primarily in the interests of removing a serious traffic hazard and does not concern the re-routing of the highway on Third Street north of Franklin Street, although they know that the Commission has that in mind and hope that such plan will not materialize.

Mr. Sawyer quoted statistics prepared by the Oregon State Motor Association to show the out-of-state registration of automobiles during the first ten months of 1935, hundreds of which pass through Bend enroute to the lakes, mountains, etc., in this district and stop at their post office, which is located on Franklin Street, to get the mail. He pointed out that the proposed Cascade Lakes Highway (Century Drive) enters Bend on Franklin Street, all of which information is an argument for the retention of the present route of The Dalles-California Highway on Franklin Street and the elimination of the Franklin Street grade crossing instead of the Third Street crossing.

In order to further support his plea, Mr. Sawyer exhibited a map showing the population of Bend is concentrated in the southeastern section of the town and presented traffic counts taken during the 24-hour period from 6:00 p. m. on December 18th to 6:00 p. m. on December 19th, indicating the number of people who cross the railroad tracks on Franklin Street daily in comparison with the number who cross the tracks on Third Street; also showing the train movements across these streets during the same period. In regard to train movements, he pointed out that during this period there were 148 crossings of Franklin Street compared to 16 crossings of Third Street and advised that according to railroad officials these crossings will be increased about four times during the summer months. He explained the many train crossings on Franklin Street by stating that the railroad company's switching track also crosses this street and there is not sufficient room south of Franklin Street to permit the switching and shunting of cars without crossing Franklin Street.

Mr. Witchel advised that the S.P.& S. Railway Company favors the elimination of the grade crossing on Franklin Street. He added that all of the Company's switching operations are at Franklin Street and that none of them are at Third Street. He read a letter which revealed that during one twenty-four-hour count there were 150 train movements across Franklin Street, most of which were between the hours of 7:45 o'clock a.m. and 9:00 o'clock p. m., compared with 19 train movements across Third Street. The hazard at the Franklin Street crossing, he said, is twenty times greater than at the Third Street crossing, and the danger is from automobiles running into trains





---not the trains running into the automobiles.

Chairman Cabell gave as the Commission's understanding that railroad grade elimination projects are primarily to eliminate hazards on main highway routes, both within and without the corporate limits of cities and towns, where the traveling public will receive the most benefit, and it was with that understanding and with the further thought that such projects must be on permanent routes, that the Commission selected the Third Street crossing for its program, because it knew that it would provide for construction on a permanent highway route, whereas there is some uncertainty as to where the highway will eventually be located north of the intersection of Third Street with Franklin Street. He pointed out the necessity for getting the various railroad companies in agreement in regard to the grade separation program as quickly as possible and inquired of Mr. Witchel if his company would approve the placing of only one of the Bend projects in the grade elimination program, it having been pointed out previously by Mr. Witchel that his company owns sixteen per cent of the mileage of railroads in the state, whereas, under the present setup, it is receiving only about four per cent of the money that has been appropriated for this class of projects. Mr. Witchel stated that he believed that his Company would approve such program but they feel that they have been slighted in the allocation of the funds.

Commissioner Aldrich gave as his thought that from the through traffic standpoint the Third Street crossing is the more desirable but from the standpoint of the city of Bend and the Railroad company the Franklin Street crossing is best.

In order to close the discussion, the Engineer asked Mr. Witchel if his company will sign the complete railroad grade separation program if the Commission will substitute the Franklin Street project for the Third Street project and will agree, in the event that savings accrue in the construction of such program, to spend such savings up to a total of approximately $40,000, for additional work on the Oregon Electric System and the State Secondary Highway System. Mr. Witchel replied that the proposition appeared satisfactory to him but he would like it stated in writing so he can present it to his superiors. The Commission approved this solution of the problem and authorized Chairman Cabell to send the following letter outlining the same, to Mr. Witchel :

December 27, 1935.

Mr. A. J. Witchel
Supt. and Secretary
S. P. & S. Company
Portland, Oregon

Dear Sir:

I am listing below the selections of railroad grade separation structures and the estimate of cost allocated by the Highway Commission to the S.P.& S., Oregon Trunk, Oregon Electric Railroad System, United Railways and Gales Creek Railway:

(Letter to A. J. Witchell, continued:)

| | |
|---|---|
| United Railways | |
| Nehalem Boom - Estimated Cost | $55,000 |
| Oregon Electric Railroad | |
| Metzger - Estimated Cost | 20,100 |
| Oregon Trunk Railroad | |
| Franklin Avenue, Bend - Est. Cost | 79,000 |

The Highway Commission has agreed to apply any savings that may develop in the grade separation program to a crossing to be picked on the Oregon Electric System and the Secondary State Highway System, of a type of crossing which shall not exceed a cost of approximately $40,000.

If you will approve this program involving the allocation of U. S. Works Program Grade Crossing Projects, please so indicate by your signature on the attached copy of this letter.

Yours very truly,
STATE HIGHWAY COMMISSION
By

Chairman

RHB:MC

APPROVED

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The Commission adjourned at 12:00 o'clock noon, to reconvene at 2:00 o'clock p. m. in the City Hall, Estacada, to conduct a public hearing in regard to rerouting the secondary state highway which passes through that town.

Estacada, Oregon, December 27, 1935.

The State Highway Commission reconvened in special session at 2:00 o'clock p. m. in the City Hall at Estacada in accordance with notice heretofore sent to the City Council, to conduct a public hearing as required by law for the purpose of obtaining expressions from the people of that town in regard to the Commission's plans to reroute the Woodburn-Mt. Hood Loop Secondary State Highway within said town. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were eight local citizens, including: H. A. LaBarre and Matt





Lonsberry, Councilmen; G. R. Ellis, Recorder; Alva Smith, Jess Denney, A. R. Kanst, C. V. Barr, and Walter Cox.

Chairman Cabell called the meeting to order and briefly explained its purpose and the law which requires the Commission to hold such public hearing before a change in the existing route of a state highway in or through an incorporated city or town is made. At his request the Engineer exhibited a map disclosing the contemplated change in highway routing in Estacada, and explained the nature of the proposed improvement.

Chairman Cabell then invited all present to express themselves in regard to the proposed improvement.

Mr. Ellis stated that to the best of his knowledge the people of Estacada are all in accord with the Commission's plans for this improvement. In any event, no remonstrances thereto have been filed with him as City Recorder.

Chairman Cabell pointed out that the city has not yet approved the grade line of the proposed improvement and advised that that would have to be done legally before the Commission would proceed with the work. He inquired if the city is ready and willing to adopt the grade line shown on the plans. If there are no objections to the grade line, he said, the Commission will contract the project as soon as the city adopts the grade line. Councilman La Barre and Recorder Ellis both gave as their thought that no difficulties would be encountered in that respect and advised that a special meeting of their City Council would be called for such purpose as soon as they have been furnished with information in regard thereto. The Engineer agreed to provide them with such information at once.

The hearing was concluded at 2:15 o'clock p. m., following which the Commission heard a delegation from Woodburn which asked the Commission to complete the reconstruction of the Woodburn-Mt. Hood Loop Secondary Highway easterly from the Marion-Clackamas County Line to its junction with the Monitor-Barlow Road, a distance of 2.3 miles.

The delegation was headed by H. M. Austin and included John Ramage, J. J. Hershberger, Wayne Gill, and S. A. Hoefer, Mayor of Woodburn.

Mr. Austin stated that they would be satisfied with the same class of improvement that the Commission constructed on the Marion County portion of this road and advised that right of way has already been acquired for such purpose, and fences for the most part have been set back to the new right of way lines.

The Engineer advised that the Commission has no funds at present to finance this improvement. Nevertheless, he will prepare an estimate of cost to do this work so that it will be available for the Commission's consideration when funds become available.

Chairman Cabell stated that the Commission will bear this project in mind and will consider it for some of the first money that is not needed for more important projects.

The meeting was adjourned at 2:20 o'clock p. m., following which the Commission inspected the road mentioned by the Woodburn delegation and then returned to Portland.

Enroute to Portland the Commission considered numerous routine matters, as follows:

Report of A. W. Orton, Special Auditor from the office of the State Treasurer, covering his activities during the month of November in the collection of fines for traffic law violations. The Commission approved the report and ordered it filed.

Request from the city of Sutherlin for the following improvements in that town: construct sidewalk or footbridge on the bridge over Sutherlin Creek on the Pacific Highway just south of Sutherlin; widen roadbed and fill ditches along the highway just north of the bank building in Sutherlin; oil strips on each side of the pavement on the Pacific Highway north of the bank building in Sutherlin. The Commission instructed the Engineer to investigate these projects and render a cost report thereon at the next meeting.

Report of the Engineer on the cost to construct an office building in Roseburg for the use of the Division Engineer located there, as compared to the cost of renting space in the County Court House. The Commission deferred a decision in this matter until the next meeting.

Request of Brent Sturgill Company to move a power shovel, weighing 85,000 pounds, over the Columbia River Highway from a point 1½ miles west of Cascade Locks to Cascade Locks. The Commission authorized the issuance of a permit covering this movement, with the understanding that the shovel shall be dismantled as much as is possible and practicable and that the permit shall contain the customary provisions in regard to flagmen accompanying the movement to warn other traffic of danger, protection of the members of the Commission from liability in case of an accident occurring, and reimbursement to the state for the cost of repairing damage to the highway that may occur because of such movement.

Report of the Engineer on the matter of permitting the truck hauling of logs on state highways during Saturday afternoons. In regard to this matter, the Engineer advised that past practice has been to deny requests for Saturday afternoon hauling except in isolated districts where there is only a small volume of traffic on week-ends. Under these conditions, emergency temporary permits have been granted. However, complaints have been received in regard to such special permits, which raises the question whether or not this special privilege should be granted in any district irrespective of how light the traffic is week-ends. After due consideration, the Commission ordered that all requests for the truck hauling of logs on Saturday afternoons shall hereafter be denied.

Reports from the Department of State Police concerning "special carriers" who have been arrested for transporting over state highways loads of logs weighing in excess of the statutory weight limits, as follows:





E. A. Hugh, owner, K. Van Buren, operator, arrested on December 20 for an overload of 3000 pounds on his trailer; Adrian Arden Franklin, owner and operator, arrested on December 20 for an overload of 2000 pounds on his truck and 500 pounds overload on his trailer; Cecil A. Hugh, owner and operator, arrested on December 20 for an overload of 3700 pounds on his trailer.

The Engineer advised that the truck hauling of logs on state highways is one of the main contributory causes of pavement failures and high cost maintenance. It was his thought that drastic action should be taken against the violators of the weight statutes so as to bring to an end the practice of overloading their trucks. He suggested that it would be advisable and to the best interests of the state to cancel the permits of "special carriers" who are arrested for overloading, and asked the Commission to approve the sending of a recommendation to the Public Utilities Commissioner who issues such permits, in accordance therewith. After due consideration the Commission approved the Engineer's suggestion and instructed the Secretary to recommend to the Public Utilities Commissioner the cancellation of the permits of the operators reported on at this meeting.

The Commission also considered reports from the Department of State Police covering the arrest of "special carriers" Wm. Christman (Gordon H. McClain, operator) and Perry Elmer Williams, who were arrested on December 16 for transporting piling the length of which, including the length of the hauling equipment, exceeded the overall length allowed in the permits issued to them by the State Highway Commission. The Commission ordered that the overlength permits of these operators be canceled and that a letter be directed to the Public Utilities Commissioner recommending the cancellation of the "special carrier" permits of these men.

The Commission considered and approved the rules and regulations adopted by the Public Utilities Commissioner in his order No. 3069 of December 2, 1935, governing and regulating log hauling operations over the public roads of this state and setting forth "Specifications for Log Hauling Equipment".

The Commissiona approved the sale of one of the Highway Department's old wooden storage tanks located at Eagle Point to T. J. Richey, Trail, Oregon, for the sum of $15.00, upon recommendation of the Engineer, who stated that the tank is of no value to the Highway Department and was once advertised for sale but no offers were received for it.

Letter from the Engineer to the Superintendent of Crater Lake National Park regarding snow removal operations on the Crater Lake Highway, in which he states that he has been informed that the Government is only keeping the highway through the park open for one-way traffic, and if that is true he will be forced to recommend to the Highway Commission the discontinuance of the state's snow removal operations on this road because he considers that one-way traffic through high snow banks constitutes a very definite traffic hazard and believes that the Highway Commission should not be a contributing factor to the creation of such a hazard. The Commission approved the Engineer's letter.

Engineer's report on the advisability of carrying property damage and public liability insurance on pull type graders and other equipment, in which the Engineer advises that the Highway Department owns some 276 pieces of equipment, such as pull type graders, asphalt kettles, mowing machines, etc., which are not self-propelled and have no power of locomotion of their own, which equipment heretofore has not been insured because it was considered that they were units of the insured equipment that pulled them. However, it now develops that they cannot be considered in that relation and must be covered by separate insurance if the Commission wants the protection. The Engineer estimated that such insurance would cost about $4000 and inquired as to the Commission's desires in regard to the matter. After some discussion the Commission decided that it would be advisable to insure this equipment, and so ordered.

The Engineer requested authority to spend about $200 for drilling test holes and carrying on investigations needed in connection with the proposed The Dalles-Boyd project in Wasco County. The Commission granted the request by unanimous vote.

Letter from F. N. Finch, General Manager of the O.W.R.& N.Co., Portland, outlining the company's stand relative to the proposed railroad grade crossing elimination project in East Pendleton, in which Mr. Finch advises that his company is not particularly interested in the elimination of the present grade crossing and certainly not to the extent of granting the Northern Pacific Railway Company the right to use the O.W.R.& N.Co. tracks as called for in the plans, unless they are positively assured that Court Street will be entirely closed as a grade crossing. After some discussion the Commission referred the letter to the Attorney with instructions to contact Mr. J. K. Thompson, member of the City Council of Pendleton, in regard thereto.

Reconnaissance report of the Engineer, dated December 23, 1935, as to the cost to grade and gravel surface the Vale-West Secondary State Highway (Graham Boulevard) in Malheur County. The Commission approved the report and authorized the Engineer to make a complete survey for the improvement of this road at his convenience.

The Commission approved the request of the Parks Engineer for permission to maintain telephone service in Silver Falls State Park in Marion County at a cost of $1.50 per month, it appearing to the Commission that such service is necessary for the proper functioning of the park development work that is being carried on at this location and the fact that there is no other phone service available within a radius of five miles from the park.

Adoption of a policy in regard to permitting service clubs and similar organizations to maintain their signs on highway rights of way. The Commission decided that requests for such privilege should be denied and that the owners of signs now existing on highway rights of way should be requested to remove them as soon as they can conveniently do so. In any event, they are to remove them when they are in need of repair. The Commission ordered that this matter be referred to the Landscape Engineer, with instructions to contact the owners of such signs and explain to them the Commission's policy in regard thereto.





Report of the Engineer on the matter of constructing an oasis at Alkali Lake Maintenance Headquarters on the Burns-Lakeview Highway in Lake County. The Commission took this matter under advisement for future consideration.

The Commission approved the appointment of Resident Maintenance Engineer Paul Van Scoy as Acting Division Engineer, with headquarters at Roseburg, until Division Engineer E. A. Collier, who was injured in an automobile accident, is able to resume his official duties, Mr. Van Scoy's salary to be at the base rate of $315.00 per month ($261.14 reduced rate) while acting in such capacity.

In this connection the Engineer discussed with the Commission the advisability of paying Mr. Collier and Resident Engineer E. E. Umphlette, who was also seriously injured in this automobile accident, their full salaries for two or three months while they are convalescing. He said that he would like to do that if it can be arranged and the Commission approves, because these men were injured in the performance of their official duties. The question arose whether or not the payment of the salaries of these men as suggested by the Engineer would automatically relieve the State Industrial Accident Commission from paying Workmen's Compensation benefits to these men. A decision in this matter was deferred by the Commission pending a report on what effect the payment of full salaries would have on the action of the Accident Commission.

The Engineer requested authority to send Acting Bridge Engineer Paxson to Monterey, California, at state expense, to inspect a new type timber arch bridge that has recently been constructed over Dolan Creek near that place. The Commission granted the Engineer's request, subject to approval by Governor Martin.

The Commission also authorized the Engineer to send Traffic Engineer John Beakey to Olympia, Washington, at state expense, to confer with Washington Highway Department officials in regard to the proposed state-wide planning survey which is to be conducted in Oregon, provided Governor Martin approves this out-of-state expense.

The Commission had under discussion a letter from Collier H. Buffington, Attorney, Gold Beach, Oregon, in regard to the water system owned by W. H. Bennett, Port Orford, in which he offers objections to Mr. Bennett being granted a permit to construct and maintain a reservoir and pipe line on the right of way of the Oregon Coast Highway at Port Orford, because the presence of such facilities on the highway will interfere with the abutting property owners' right of access to the highway. The Secretary advised that Mr. Bennett now maintains a small reservoir on the highway right of way under a permit issued by a former highway commission on August 24, 1922, and has filed an application for the renewal of this permit, which expired on August 24, 1932, and for permission to enlarge the reservoir so as to better serve his customers; also, that Mr. Bennett has offered to furnish free water for a fountain in the state park in Port Orford if the Commission will approve his application. The Commission decided, in view of Mr. Buffington's letter, that a thorough investigation of the matter should be made before definite action is taken

and accordingly referred it to the Engineer for such investigation and report at the next meeting.

Reconsideration was given by the Commission to the matter of restricting the parking of automobiles in front of the hotel and store buildings on the easterly side of the Pacific Highway at the north (West Linn) end of the Willamette River bridge at Oregon City. The site was inspected by the Commission enroute to Portland, when it was decided to establish a loading and unloading zone in front of the hotel and grocery store and to require parallel parking of cars outside of said zone from a point about fifteen or twenty feet from the end of the bridge to the driveway just north of the barber shop and pool hall, and to prohibit the parking of cars entirely within the area starting at said driveway and extending northerly about two hundred feet around the curve located here. The Attorney was instructed to prepare a form of resolution covering the matter, for adoption at the next meeting, and the Engineer was instructed to paint traffic zone stripes on the pavement and to erect appropriate signs at this location in conformity therewith for the information and guidance of the general public. He was also instructed to notify the city officials of West Linn and the Department of State Police of the Commission's action as soon as the resolution has been formally adopted, and to request their cooperation in the enforcement of such parking rules.

The Commission considered and by unanimous vote adopted the following resolution selecting and designating West Sixth Street, Eugene, as the temporary route of entrance of the Junction City-Eugene Secondary State Highway into the city of Eugene:

WHEREAS, pursuant to the provisions of Section 44-2705, Oregon Code 1930, the State Highway Commission is authorized and directed "whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated town or city over which the said state highway shall be routed, and said State Highway Commission is further authorized and directed to erect and maintain suitable road signs on and along said street or streets at such places and of such material and design as the said commission may select"; and

WHEREAS, in response to the demands, provisions and authority of said statute it is the purpose and plan of the State Highway Commission to designate and select streets of the several cities of the State over which temporarily to route the several and respective state and secondary state highways passing through said cities and thus contribute to the convenience and accommodation of the traveling public; and

WHEREAS, the Commission does not now have, nor is there at this time available, sufficient data, facts or information upon which to base a permanent designation or selection of the street or streets of the several respective incorporated towns or cities of the State over which to route the respective highways passing through said cities; and





WHEREAS, for the sole purpose of contributing to the immediate convenience and accommodation of traffic and for the purpose of directing traffic through the corporate limits of the city of Eugene the street hereinafter named shall be deemed to be only temporarily designated;

NOW, THEREFORE, a quorum being present and affirmatively participating, the Highway Commission does hereby resolve and order as follows:

1. That the route of the Secondary Highway No. 223, otherwise known as the Junction City-Eugene Secondary Highway, with respect to the city of Eugene shall be and said highway hereby is routed over the following street or streets, to wit:

> Beginning at the intersection of West Sixth Street with the west city limits of Eugene; thence east along West Sixth Street to the intersection of West Sixth Street with Blair Street in said City;

and said street hereby is selected and designated as the street of the city of Eugene over which there shall be and hereby is routed the said secondary highway.

2. The above selected and designated street is temporarily selected and designated as one of the streets of the said town of Eugene over which to route the said highway, which said selection and designation is subject to change, modification or elimination as in the judgment of the Highway Commission may from time to time be deemed for the best interests of the traveling public.

The Commission also considered the matter of abandoning, as sections of the state highway system, certain units thereof which have been rendered valueless for such purposes by reason of the reconstruction of the highway on new location, as follows:

1. A short section of the West Side Pacific Highway between Morton Street, Newberg, and the westerly city limits of said town.

2. A short section of the Independence Secondary Highway northerly from Oak Point Creek, in Polk County.

3. A short section of the Beaverton-Aurora Secondary Highway between the Southern Pacific Company's tracks and Mill Creek, in the town of Aurora.

4. A short section of the West Side Pacific Highway adjoining the west city limits of West Dayton, in Yamhill County.

The Engineer recommended that these sections be abandoned as state highways and be turned back to the counties in which they are situated, to maintain or dispose of as they see fit. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolutions in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the West Side Pacific Highway at the South City Limits of Newberg in the County of Yamhill; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there was eliminated and made unnecessary as a part of the permanent highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the said state highway the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the said state highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, a quorum being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment or parcel of land was formerly within the limits of the right of way of the West Side Pacific Highway, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment or parcel of land or portion of the old right of way is abandoned as a part of the right of way of said highway, and said fragment or parcel of land or old right of way is, so far as control and supervision by this Commission is concerned, eliminated and left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Yamhill County for highway or other public purposes as the Court may determine. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

A parcel of land lying in the Northwest ¼ of Section 19, Twp. 3 South, Range 2 West, Willamette Meridian, Yamhill County, Oregon, and being all that portion of the right of way northerly and westerly of the present acquired right of way of the relocated center line of said highway, being more particularly described as follows:





Beginning at a point which is the intersection of the center line of First Street and the west line of Morton Street of Newberg, Oregon, said point being engineer's center line Station 3+90 of the Old West Side Pacific Highway; thence in a westerly and southwesterly direction along the center line of said highway a distance of 1120 feet to engineer's center line Station 15+10.

The location of said abandoned right of way may be more definitely and particularly ascertained and determined by reference to a map or blue print, marked "Exhibit A", attached hereto and by this reference made a part hereof, which said exhibit for identification purposes bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and W. E. Chandler, Division Engineer, and is dated the 25th day of November, 1935, upon which map or exhibit there is reflected the above described parcel of land by showing the same shaded in red. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing state highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricades or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Yamhill County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Yamhill County and beyond any responsibility or supervision by the State Highway Commission.

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WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Brunks Corner-Oak Point Section of the Independence Secondary Highway in Polk County; and

WHEREAS, by reason of said relocation and reconstruction of the said section of said secondary highway there was eliminated and

* Map filed in Right of Way Abandonment and Retention File - No. 28

made unnecessary as a part of the permanent highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the said secondary state highway the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the said secondary state highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, a quorum being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area of land hereinafter designated, which fragment or parcel of land was formerly within the limits of the right of way of the Brunks Corner-Oak Point Section of the Independence Secondary Highway in Polk County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment or parcel of land or portion of the old right of way is abandoned as a part of the right of way of said secondary highway, and said fragment or parcel of land or old right of way is, so far as control and supervision by this Commission is concerned, eliminated and left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Polk County for highway or other public purposes as the Court may determine. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

A parcel of land lying in Section 3, Twp. 8 South, Range 4 West, W. M., Polk County, Oregon, and being all that portion of the old 60 foot right of way lying easterly of the present acquired right of way of the relocated center line of said highway between engineer's center line Station 116+75, and Station 157+55, and being more particularly described as follows:

Beginning at a point which is engineer's center line Station 116+75 opposite and 30 feet distant easterly from which station the easterly line of the present acquired right of way intersects the old right of way line of said highway; said point being approximately 2620 feet north and 3555 feet east of the southwest corner of said section 3, Twp. 8 South, Range 4 West, W. M.; thence in a southwesterly direction along the center line of said old highway approximately 4190 feet to engineer's center line Station 157+55.





The location of said abandoned right of way may be more definitely and particularly ascertained and determined by reference to a map or blueprint, marked "Exhibit A", attached hereto and by this reference made a part hereof, which said exhibit for identification purposes bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer and W. E. Chandler, Division Engineer, and is dated the 25th day of October, 1935, upon which map or exhibit there is reflected the above described parcel of land by showing the same shaded in red. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present secondary highway, and by reason of such physical connection traffic from the existing secondary state highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said secondary state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Polk County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said secondary highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Polk County and beyond any responsibility or supervision by the State Highway Commission.

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WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Beaverton-Aurora Secondary Highway in Marion County; and

WHEREAS, by reason of said relocation and reconstruction of the said section of said secondary highway there was eliminated and made unnecessary as a part of the permanent highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the said secondary

* Map filed in Right of Way Abandonment and Retention File - No. 29

state highway the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the said secondary state highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, a quorum being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area of land hereinafter designated, which fragment or parcel of land was formerly within the limits of the right of way of the Beaverton-Aurora Secondary Highway in Marion County and situated in the city of Aurora, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment or parcel of land or portion of the old right of way is abandoned as a part of the right of way of said secondary highway, and said fragment or parcel of land or old right of way is, so far as control and supervision by this Commission is concerned, eliminated and left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Marion County for highway or other public purposes as the Court may determine. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

All that portion of the right of way lying northeasterly of the present acquired right of way of the relocated center line of said highway and being more particularly described as follows: Beginning at engineer's center line station 6+35 of the relocated center line of said highway; thence in a northerly and northwesterly direction to a point on the relocated center line of said highway at engineer's center line Station 11+70.

The location of said abandoned right of way may be more definitely and particularly ascertained and determined by reference to a map or blueprint, marked "Exhibit A", attached hereto and by this reference made a part hereof, which said exhibit for identification purposes bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer and W. E. Chandler, Division Engineer, and is dated the 26th day of October, 1935, upon which map or exhibit there is reflected the above described parcel of land by showing the same shaded in red. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present secondary highway, and by reason of such physical connection traffic from the existing secondary state highway may enter or use the said abandoned portion of the old road to the possible damage

* Map filed in Right of Way Abandonment and Retention File - No. 24

DEC 27 1935



or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said secondary state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Marion County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said secondary highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Marion County and beyond any responsibility or supervision by the State Highway Commission.

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WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the West Dayton-St. Joseph Section of the West Side Pacific Highway in Yamhill County; and

WHEREAS, by reason of said relocation and reconstruction of the said section of said highway there was eliminated and made unnecessary as a part of the permanent highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the said state highway the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the said state highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, a quorum being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area of land hereinafter designated, which fragment or parcel of land was formerly within the limits of the right of way of the West Dayton-St. Joseph Section of the West Side Pacific Highway in Yamhill County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be, and said fragment or parcel of land or portion of the old right

DEC 27 1935

of way is abandoned as a part of the right of way of said highway, and said fragment or parcel of land or old right of way is, so far as control and supervision by this Commission is concerned, eliminated and left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Yamhill County for highway or other public purposes as the Court may determine. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

A parcel of land lying in Section 1, Twp. 4 South, Range 4 West, Willamette Meridian, Yamhill County, Oregon, and being all that portion of the old 60 foot right of way lying northerly of the present acquired right of way of the relocated center line of said highway and being more particularly described as follows: Beginning at engineer's center line Station 185+00 of the relocated center line of said highway; thence in an easterly direction to engineer's center line Station 201+00 of said relocated center line.

The location of said abandoned right of way may be more definitely and particularly ascertained and determined by reference to a map or blueprint, marked "Exhibit A", attached hereto and by this reference made a part hereof, which said exhibit for identification purposes bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer and W. E. Chandler, Division Engineer, and is dated the 30th day of August, 1935, upon which map or exhibit there is reflected the above described parcel of land by showing the same shaded in red. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing state highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Yamhill County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Yamhill County and beyond any responsibility or supervision by the State Highway Commission.

* Map filed in Right of Way Abandonment and Retention File - No. 25.





In this connection the Engineer reported that the following sections of state highways have been eliminated from the main traveled portions of the roads of which they were originally a part, by reason of the reconstruction of the highways on new locations, hence are no longer of value for such purpose, but are useful for other highway purposes, such as storage sites, parking areas, etc.

1. A short section of Independence Secondary Highway just north of Oak Point School, in Polk County.

2. Two short sections of the West Side Pacific Highway 2.91 miles west of Newberg, in Yamhill County.

He recommended that these parcels be preserved for general public use in connection with such highways.

The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolutions in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate a portion of the Brunks Corner-Oak Point Section of the Independence Secondary Highway in Polk County; and

WHEREAS, by reason of said relocation and reconstruction of said section of said secondary highway there has been eliminated from the main traveled portion of said secondary highway a section or fragment of land, which said section or fragment of land is more specifically defined and described hereinafter in this resolution and is reflected on a blueprint or map, marked "Exhibit 'A'", a copy of which is attached hereto and made a part hereof; and

WHEREAS, while said section hereinafter described is not required for use as a part of the main or traveled section of the highway, nevertheless the same is required, can be used, and is essential for other public purposes, to wit: storage purposes, parking area and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said secondary highway the fragment or parcel of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, a quorum being present and affirmatively participating, as follows:

1. That the fragment or parcel of land which heretofore was within the right of way proper of the Brunks Corner-Oak Point

Section of the Independence Secondary Highway in Polk County, but which by reason of a relocation or realignment of said highway is now without the area improved and used by the traveling public, but is adjacent to and abuts upon the said right of way, shall be preserved by the Highway Commission for such other public use as said land may serve in connection with the construction, improvement, and maintenance of said secondary highway or the use of the same, which said parcel or fragment of land is described as follows, to wit:

A parcel of land lying in sections 9 and 10, Twp. 8 South, Range 4 West, Willamette Meridian, Polk County, Oregon, and being all that portion of the old right of way lying southeasterly of the present acquired right of way or the relocated center line of said highway, being more particularly described as follows:

Beginning at a point which is 50 feet distant southeasterly from (when measured at right angles to) the relocated center line of said highway at approximately engineer's center line Station 162+42; said point also being 275 feet south and 110 feet east of the northwest corner of section 10, Twp. 8 South, Range 4 West, Willamette Meridian; thence southwesterly along the said old right of way line a distance of 1145 feet more or less to a point which is 50 feet distant southeasterly from (when measured at right angles to) the said relocated center line at Station 174+05; thence northeasterly along the present acquired right of way to the point of beginning.

In addition to the foregoing description of said fragment or parcel of land there is attached hereto a blueprint or map, marked "Exhibit 'A'", which by this reference is made a part hereof, and upon which map or exhibit there is shown shaded in red the parcel of land formerly within the old right of way, but which is now by this official act preserved for public purposes. The said exhibit or map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of October 25, 1935. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragment of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Polk County.

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*Map filed in Right of Way Abandonment and Retention File, - No. 26.

DEC 27 1935



WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate portions of the Newberg-West Dayton Section of the West Side Pacific Highway in Yamhill County; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there have been eliminated from the main traveled portion of said highway certain sections or fragments of land, which said sections or fragments of land are more specifically defined and described hereinafter in this resolution and are reflected on blueprints or maps, marked "Exhibit 'A'", and "Exhibit 'B'", copies of which are attached hereto and made a part hereof; and

WHEREAS, while said sections hereinafter described are not required for use as a part of the main or traveled section of the highway, nevertheless the same are required, can be used, and are essential for other public purposes, to wit: storage purposes, parking areas and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragments or parcels of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, a quorum being present and affirmatively participating, as follows:

1. That the fragments or parcels of land heretofore were within the right of way proper of the Newberg-West Dayton Section of the West Side Pacific Highway in Yamhill County, but which by reason of a relocation or realignment of said highway are now without the area improved and used by the traveling public, but are adjacent to and abut upon the said right of way, shall be preserved by the Highway Commission for such other public use as said land may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same, which said parcels or fragments of land are described as follows, to wit:

Exhibit A

A parcel of land lying in Section 35, Twp. 3 South, Range 3 West, W. M., Yamhill County, Oregon, and being all that portion of the old 60 foot right of way lying easterly of the present acquired right of way of the relocated center line of said highway and being more particularly described as follows: Beginning at engineer's center line Station 161+25 of the relocated center line of said highway; thence in a southwesterly direction to engineer's center line Station 174+50 of said relocated center line.

DEC 27 1935

Exhibit B

A parcel of land lying in Section 25, Twp. 3 South, Range 3 West, W. M., Yamhill County, Oregon, and being all that portion of the old 60 foot right of way lying southeasterly of the present acquired right of way of the relocated center line of said highway, and being more particularly described as follows: Beginning at a point in the center line of the said old right of way; said point being opposite and 160 feet more or less southeasterly from engineer's center line Station 85+00 of the said relocated center line; thence in a southwesterly direction to engineer's center line Station 89+30 of said relocated center line.

In addition to the foregoing descriptions of said fragments or parcels of land there are attached hereto blueprints or maps, marked "Exhibit 'A'" and "Exhibit 'B'", which by this reference are made a part hereof, and upon which maps or exhibits there are shown shaded in red the parcels of land formerly within the old right of way, but which are now by this official act preserved for public purposes. The said exhibits or maps for identification purposes bear the signature of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bear date of August 30, 1935. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragments of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words"State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Yamhill County.

The Commission considered a letter from the Board of County Commissioners of Multnomah County reopening the question of the proposed railroad grade elimination project on N.E. Halsey Street (Barr Road), one-fourth mile east of Portland, and suggesting that such grade crossing be eliminated by an overhead structure rather than by relocating the highway along the south side of the railroad tracks, as is contemplated under present plans, because citizens residing in that district object to the building of a new highway and for the further reason that the Board's engineers believe that the overhead structure can be built for very little more cost than a new highway.

The Engineer was instructed to prepare an estimate of cost to do as the County Board requests and to report the same at the next meeting.

A letter was presented from W. H. Lynch, District Engineer, Bureau of Public Roads, in regard to the possibilities of obtaining free electric power from the Bonneville Dam project, with which to light the Columbia River

* Map filed in Right of Way Abandonment and Retention File - No. 27.





Highway in the vicinity of Bonneville, in which he states that the U. S. Army Engineers advise that they would be glad if the matter can be so arranged and will render any assistance they can to that end, but they have no authority to grant free power for any purpose, that authority resting in Congress. The Commission decided, in view of this letter, that it would be advisable to secure congressional action and accordingly authorized Chairman Cabell to take the matter up with Senator McNary and request his aid in securing such free power.

Reconsideration was given by the Commission to the matter of making surveys in the city of The Dalles, as heretofore requested by a delegation from that town, to ascertain the feasibility and cost to eliminate railroad grade crossings on certain city streets which will be main arteries of travel to the city's proposed municipal docks when same are constructed. The Commission authorized the Engineer to make such surveys, which he estimated would cost about $1000, the Attorney having previously advised the Commission that it has legal authority to spend state money for such purpose.

A letter was presented from Mayor J. W. Shepard, Grass Valley, Oregon, requesting the Commission to furnish the city engineering service in connection with street improvements which they contemplate undertaking as a W.P.A. project, on the route of the state highway. The Commission ordered an investigation of this matter to ascertain just what the city wants, and the cost to furnish such engineering work.

The Commission discussed a letter from the Elgin Community Club, Elgin, Oregon, in which the Commission was requested to appropriate funds at its January meeting for the completion of the state's portion of the Weston-Elgin Secondary Highway adjacent to Elgin, and instructed the Secretary to reply that the letter was considered but action thereon was deferred for future consideration.

The Commission reconsidered the request of Mr. R. M. Morrison, Rex, Oregon, for permission to remove a small quantity of waste rock from the state's quarry located near his home, for his private use, and again denied the request as a matter of policy, notwithstanding that Mr. Morrison desired only a small quantity of this material and was willing to pay for it.

The Commission noted and ordered filed in the department records numerous communications from citizens and organizations of Portland, urging the allocation of funds sufficient to complete the construction of the Wolf Creek Highway between Sunset Camp and Elsie so as to make this road available for public use, at the earliest possible time.

A resolution was presented from the Curry County Planning Commission, in which the Commission was urged to take steps such as may be necessary to realign the Oregon Coast Highway at the west approach to the Chetco River bridge so as to eliminate an existing curve at this point, which they allege is a hazard and the cause of frequent accidents. The Secretary was instructed to reply that the Commission has noted the request and appreciates that this is a desirable improvement but necessarily must defer the project for some future date.

The Commission considered and denied a request from the Parkrose Lions Club for sidewalk construction along Sandy Boulevard, Portland, from N. E. 82d Street to and through the business section of Parkrose, it being contrary to the policy of the Commission to undertake such improvements except as may be required by the Federal Government in connection with jobs that are financed with federal money, and the Commission preferring not to change such policy at the present time.

The Commission ordered filed a letter from the Plywood & Veneer Workers L. U. No. 2531, recommending that the Commission give no business to certain lumber concerns which do not permit their employes to affiliate with labor unions.

A letter was presented from the Douglas County Court requesting the oiling of the North Umpqua Road between Dixonville and Glide in order to meet the demands of the users of this road. The Commission ordered that the County Court be informed that this road is not on the state highway system, hence is not eligible for state highway funds and the only funds that could be used to finance such work are federal funds appropriated for county road construction, which have all been allocated to other projects.

The Commission considered and ordered filed a letter from Mayor Joseph Carson, Portland, advising the status of the proposed acquisition of right of way for the proposed improvement at southwest approach of Ross Island bridge; the proposed Front Street project; and the proposed Foothills Boulevard project in Portland; wherein he advises that the City Council was required to continue the hearing on this subject from December 2 to December 17, 1935, in order to ascertain the legal status of the matter, owing to the large number of remonstrances.

A letter was presented from the city of Gaston, Don E. Shanck, Recorder, requesting the construction of a sidewalk on the Tualatin River bridge on the Tualatin Valley Highway at that place, as a safety provision to pedestrians. The Engineer estimated that such sidewalk could be built for about $460 and recommended the approval of the project. The Commission approved the recommendation by unanimous vote.

The Commission ordered filed a letter from the Portland Shingle Weavers Union urging the use of as much lumber as is possible in highway construction.

The Commission also ordered filed letters from the County Court of Harney County, and Archie McGowan, Burns, Oregon, urging the sale of bonds to finance the completion of the Central Oregon and Lakeview-Burns highways.

The Commission discussed a petition from businessmen of the towns of Gates and Mill City in Linn and Marion Counties, respectively, urging the Commission to undertake additional construction on the North Santiam Highway in their vicinity, so as to provide work for the heads of one hundred families, who are now out of employment, due to the closing down of the Hammond Lumber Company's mill and who are unable to get listed on the relief rolls. The





Engineer suggested that the solution of this problem might be for these men to obtain employment on the transient relief project that Marion County is conducting in this vicinity. The Secretary was instructed to transmit such information to the petitioners.

Consideration was given by the Commission to a letter from Geo. L. Govro, Yachats, Oregon, who requests permission to establish a commercial sand and gravel plant on property owned by the State Highway Commission at Tenmile Creek on the Oregon Coast Highway, south of Yachats. The Commission denied the request.

The Commission noted and ordered filed resolutions from the Road Committees of the Coos County Planning Commission and the North Bend Chamber of Commerce, urging the straightening and improvement of the Coquille-Marshfield-North Bend Section of the Oregon Coast Highway.

The Commission also noted and ordered filed without action, communications as follows: Letter signed by Arbor Lodge Community Club; St. Johns Businessmen's Club; University Park Community Club; Portland University; St. Johns Community Club; Peninsula Mortgage Company; The Peninsila Times and the St. Johns Review, requesting the Commission to take over and pave, as an arterial highway, Willamette Boulevard, Portland, from the foot of Killingsworth Avenue to the Peninsula bridge in St. Johns; also a letter from the Board of County Commissioners of Multnomah County endorsing such request; letter from Corvallis Chamber of Commerce endorsing request of town of Waldport for improvements to the Alsea Highway; letters from Chambers of Commerce of Corvallis and Independence endorsing the petition of the West Side Pacific Highway Association for the construction of the so-called Amity-Dayton Cutoff, in Yamhill County; letter and newspaper clipping from Asotin County Planning Board relating to the Blue Mountain Highway (Enterprise-Flora Highway extension to the Washington State line) and a letter from Chas. A. Brand, Vice President, State Board of Higher Education, urging the reconstruction of a small culvert on the Pacific Highway about 3½ miles north of Roseburg.

The Commission considered a letter from R. W. Lemen, President, Oregon Motor Stages, requesting permission to construct and maintain shelter sheds on the right of way of the Tualatin Valley Highway between Portland and Forest Grove, for the benefit of its patrons. After some discussion the Commission denied the request in so far as it involves the location of the buildings on the highway right of way, but indicated that it might not object to the buildings if they are located on private property, provided they do not interfere with or obstruct the view at intersections; that the company will assume all expense in connection therewith, including cost of grading and rocking the approaches to the sheds and the cost of installing drains. Definite action on this matter was deferred pending receipt of a copy of the company's plans for the buildings, which the Secretary was instructed to obtain

The Commission confirmed the dates of January 9 and 10 heretofore set for its next regular meeting for the receiving of bids for construction work; and set February 6 and 7 as the dates for its regular meeting in February for like purpose. The Secretary was instructed to make the customary

arrangements to hold such meetings in the Auditorium of the Public Service Building, Portland, starting at 9:00 o'clock a. m. on each day.

The Commission decided to hold a special meeting at 9:00 o'clock on the evening of January 8 in the Benson Hotel, for a conference with Samuel C. Lancaster regarding the proposed reconstruction of the Columbia River Highway in the Bonneville District. The Secretary was instructed to invite Mr. Lancaster to such conference and to arrange for the meeting place.

The Commission deferred consideration of other pending matters until the following day and adjourned at 6:00 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

E B Aldrich
Commissioner

Secretary

Astoria, Oregon, December 28, 1935.

The State Highway Commission met in special session at 2:00 o'clock p. m. in the City Council chambers in the Astoria City Hall, in accordance with notice previously given to the City Council on November 22, 1935, to conduct a public hearing as required by statute, for the purpose of obtaining expressions from the people of Astoria in regard to the Commission's plans to reroute the Columbia River Highway between 21st and 27th Streets in this city. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Commissioner F. L. Tou Velle was excused from attending this hearing.

Also present were the following city officials and citizens: J. O. Convill, City Manager; Dr. W. F. Logan and William Mannila, City Commissioners; H. M. McAllister, City Street Superintendent; Jack Routh, Reporter; Charles Swanton and M. McLean.

Chairman Cabell called the meeting to order and explained its purpose and the law which requires the Commission to conduct such public hearings.

The Engineer exhibited maps showing the plan of the proposed improvement in the city of Astoria and explained the engineering features involved





therein, following which Chairman Cabell invited all present to express themselves in regard thereto.

Mr. Convill stated that all of the people in Astoria are in accord with the Commission in regard to this contemplated change, except Mr. Swanton, who owns a service station which will be affected by the dredging operations incident to this job, but he has arranged, subject to the approval of the Commission, to eliminate such objection by adjusting the pipe line used in the dredging work so that traffic will be diverted from Mr. Swanton's business for only a couple of days. Mr. Swanton expressed himself as being satisfied with such an arrangement; whereupon, Mr. Cabell and the Engineer stated that the work would be carried on so as to discommode Mr. Swanton the least possible amount.

There followed a brief informal discussion of the plans for the project. The hearing was concluded and the meeting was adjourned at 2:30 o'clock p. m. with the understanding that the Commission would reconvene in the Benson Hotel, Portland, upon arrival at that place, to dispose of additional routine matters.

The State Highway Commission reconvened at 8:00 o'clock p. m. in Room 310 Benson Hotel, Portland, with the same members present and participating. Also present were the State Highway Engineer, the Secretary, and the Assistant Attorney, J. W. DeSouza.

The Commission considered and denied the request of John Sigfridson, Astoria, for permission to maintain a private, one-car garage on the abandoned portion of the Columbia River Highway at the eastern end of the new bridge over the John Day River, near Astoria, the Commission being of the belief that to grant such permission would be establishing a bad precedent and, in any event, the building is too close to the bridge structure, which might be damaged in case the garage burned.

The Engineer discussed with the Commission the adoption of rules for the replacement of tires on state motor equipment, and especially a letter from the Commission's Attorney, dated December 26, 1935, on this subject, in which he pointed out the Commission's legal authority to purchase equipment and assign the same to the various highway department employes, and the Commission's responsibility and individual liability for injury to an employe if such employe was required to use unsafe equipment in order to comply with rules that the Commission might adopt for purposes of economy.

The Commissioners expressed themselves in favor of economy in the use of tires but not to the extent of subjecting employes to undue hazard by requiring them to use tires that are badly worn and that are considered unsafe. It was the thought of the Commissioners that the same consideration should be given to tires used on state equipment as is given to tires on vehicles in private use.

After considerable discussion the Engineer was instructed to formulate a set of rules embodying the ideas expressed at this meeting, for the

future guidance of highway department employes whose duties require them to use automobiles.

The Assistant Attorney brought up for discussion a right of way matter involved in the proposed P.E.P.Company railroad grade crossing elimination project in Estacada. It appears that in the Commission's petition to the Public Utilities Commissioner for the elimination of this crossing, it is alleged that the Portland Electric Power Company should be required to assume the cost and expense of providing additional gravel, creosoted ties, and steel guard rails on the crossing, all of which, it is estimated, will cost about $146.25; also, that in connection with construction on the revised location of the highway it is necessary to acquire about 1.25 acres of land from the Portland Electric Power Company for right of way purposes, the value of which is estimated to be between $150 and $200. The Assistant Attorney advised that the Company has offered to donate the right of way if the state will assume the cost of the three items mentioned above. He recommended the acceptance of the offer as a fair exchange of values and requested authority to close the right of way proposition on that basis. After some discussion the Commission approved the Attorney's recommendation by unanimous vote.

The Commission referred to the Parks Engineer and the Landscape Engineer for a report, a letter from the U. S. War Department, requesting permission to slash and burn certain timber, brush and driftwood located on that portion of Anna Lang State Park in Hood River County which lies between the O.W.R.& N. Railway and the Columbia River, which portion will be inundated when the Bonneville Dam is completed.

The Commission declined the offer of Mr. R. Ford, Los Angeles, California, to sell to the state for park purposes 160 acres of timber land located in Jackson County, at a point about twenty miles east of Ashland and four north of the Green Springs Highway. The Secretary was instructed to thank Mr. Ford for his offer and to advise him that the Commission is not interested at the present time in the acquisition of park sites that are located a considerable distance from state highways and have no suitable road connections.

The Commission also declined the offer of James L. Conley, Portland, to sell to the state for park purposes 145 acres of timber land situate near the Pacific Highway between Oswego and West Linn, in Clackamas County, the report of the Parks Engineer on this subject indicating that this area does not meet the requirements of a state park but is more adapted for development as a city park.

Consideration was given by the Commission to a letter from Don E. Meldrum, Senior Land Appraiser, U. S. War Department, requesting that this Commission, by appropriate resolution, confirm the action taken by the preceding highway commission on July 24, 1934, conveying to the United States of America 12.65 acres of land situate in John B. Yeon State Park, in Government Lot No. 1 and in Government Lot No. 2, of Section 21, Twp. 2 North, Range 7 East, W.M., Multnomah County, so as to meet the objections offered by the Assistant to the Attorney General to the former record of the conveyance. In this connection, the Secretary presented a letter from the Commission's Attorney stating that he knows of no good reason why the Commission should not grant this request.





Accordingly, the following resolution in regard to the matter was adopted by the Commission by unanimous vote:

WHEREAS, on the 17th day of August, 1934, the State of Oregon was the owner of the lands hereinafter described, said lands being acquired for the uses and purposes of the State Highway Commission; and

WHEREAS, on the date aforesaid, the then State Highway Commission, for the sum of Ten Dollars ($10.00) and other valuable considerations, conveyed the property above mentioned, and hereinafter particularly described, to the United States of America, but at said time no resolution of the then Highway Commission, reciting that in the judgment of the Highway Commission said lands were no longer needed or useful for highway or other purposes, was adopted; and

WHEREAS, in the judgment of this Commission said lands are no longer useful or needed for highway or other purposes:

NOW, THEREFORE, the present Highway Commission of the State of Oregon, does hereby approve and ratify the action of said Highway Commission on August 17, 1934, in conveying to the United States of America the following described lands:

A parcel of land of the State of Oregon in Government Lot 1, and in Government Lot 2, of Section 21, Township 2 North, Range 7 East, W.M., County of Multnomah, State of Oregon, more particularly described as follows:

Beginning at the Southeast corner of Government Lot 2, of Section 21, Township 2 North, Range 7 East, W.M.; thence South 89° 42' West 550.0 feet on the south line of said Government Lot 2; thence north 37° 29' East 378.1 feet; thence North 56° 06' East 385.5 feet to the Government Lot Line between Government Lots 1 and 2 in said Section 21; thence South 87° 01' East 650 feet more or less to a point of intersection with the southerly right of way line of the Oregon-Washington Railroad & Navigation Company; thence southeasterly on said southerly right of way line approximately 712.0 feet to a point of intersection with the section line between Sections 21 and 22 of Township 2 North, Range 7 East, W.M., which point is north 0° 26' West 345.0 feet from the southeast corner of Government Lot 1, of said Section 21; thence South 0° 26' East 160.45 feet, on the section line between said Sections 21 and 22, to a point of intersection with the southerly right of way line of the relocated center line of the said O.W.R.R.& N.Co. Railroad; thence South 87° 47' West 492.49 feet on the said southerly right of way line; thence southwesterly on the said southerly right of way line, a spiral curve line to the left, 300.0 feet, the long chord of said spiral bears South 86° 17' West 299.92 feet; thence

southwesterly on the said southerly right of way line, on a 1723.08 foot radius curve line to the left 560.1 feet, (the long chord of said curve bears South 73° 58' West 557.7 feet) to the point of beginning, containing 12.65 acres, more or less.

The Secretary presented a deed from the State Land Board conveying to the State of Oregon and placing under the jurisdiction of the State Highway Commission, 1401.96 acres of land situate in Clatsop County and embracing what is known as the Saddle Mountain Reserve, such transfer of title being required in order to legalize the development of the area with C.C.C. forces under the direction of the State Parks Engineer. The Commission approved and accepted the deed and instructed the Secretary to acknowledge the same by appropriate letter of thanks.

The Commission discussed and ordered filed in the records a report from Division Engineer W. C. Williams, La Grande, dated December 13, 1935, refuting the allegations of the Bowman-Hicks Lumber Company that the rerouting of the Wallowa Lake Highway across its property near the town of Wallowa will seriously reduce the area that they have provided for lumber storage purposes.

Reconsideration was given by the Commission to the offer of Dr. Fred F. Thompson, The Dalles, to deed to the state a certain small tract of land that he owns near the west city limits of The Dalles, if the state will deed to him certain state property, of approximately equal area, located in the same vicinity, which he needs in connection with his camp ground and the service station that he proposes to construct.

The Engineer advised that the Thompson tract is desirable for maintenance station purposes and recommended the acceptance of the offer. The Commission approved the Engineer's recommendation by unanimous vote, subject to the ideas expressed at the Highway Commission meeting held on November 27, 1935, when this matter was first discussed. The matter was referred to the Attorney to complete the transaction in accordance with such ideas.

The Commission discussed and confirmed its oral action taken on October 16, 1935, enroute from Lakeview to Klamath Falls, when Forrest E. Cooper, Secretary, Lakeview Chamber of Commerce, was authorized by the Commission to carry on negotiations in behalf of the Commission, for the acquisition of several 40-acre tracts of timber land situate adjacent to the Klamath Falls-Lakeview Highway in the vicinity of "Booth Park", more particularly in Township 39 South, Range 18 East, W. M., Lake County, at the rate of not to exceed $50 for each 40-acre tract.

The Assistant Attorney brought up for discussion the matter of abandonment of a portion of the Old Oregon Trail across the property of one Charles H. Metsker, in Section 33, Township 12 South, Range 44 East, W. M., Baker County, which is no longer of value to the state for highway purposes because of the reconstruction of the highway on revised alignment. It appears that Mr. Metsker is desirous of having the old road abandoned so he can have it for his personal use and benefit.

The Engineer stated that he has no objections to the reversion of





the old road for Mr. Metsker's benefit provided there is left available for general public use a connecting road between the new highway and the county road which extends up Sisley (Chicken) Creek. He explained that there now exists a road between these points but there is a question whether or not it is a county road. He suggested an investigation to determine the status of the road, and if such investigation reveals it to be a county road, then it would be satisfactory to abandon the old highway as requested by Mr. Metsker; otherwise, it would be proper to retain the old highway for general use by people who have occasion to go to Weatherby Station, nearby. The Commission approved the Engineer's suggestion and instructed the Assistant Attorney to make such investigation and to govern his actions relative to the abandonment of the old highway in accordance with his findings, it being the idea of the Commission that a connecting road between the old and new highways at this point should be retained.

The Assistant Attorney reported the receipt of information to the effect that the right of way acquired across Simpson Park in the city of North Bend, for the south approach to the Coos Bay bridge which is now under construction, is not wide enough to carry out the plans for beautification work that are proposed for this place; furthermore, there is involved the question of use of property which the state owns and is using as a ferry landing, inasmuch as this is the only parcel of publicly owned land in this vicinity that abuts on deep water and is available for general public use. He suggested that it would be advisable to acquire all of Simpson Park if the city will deed it to the state, so as to insure a sufficient area for the landscaping of the bridge end, to preserve the water front as a public landing place for small water craft, and to control the entire park area. After some discussion the Commission referred this matter to the Parks Engineer for a report, after studying the question from all angles.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties, which was carefully considered by the Commission. The following resolution approving the Engineer's request was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth; and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Salem Undercrossing - Pacific Highway** | | | | |
| Vogl, Carl | R/W | 8200 Sq.Ft. | $2500 Lump Sum | Bentley |
| Waller, Stella | " | 0.03 | $100 " " | " |
| Schutz, Frank | " | 9432 Sq.Ft. | $1500 " " | " |
| **Boyer-Otis Section - Salmon River Highway** | | | | |
| Mitchell. J. W. | R/W | 0.07 | $100 per A. | McCallister |
| **Coos County-Cape Arago Secondary Highway** | | | | |
| Coos Bay Pulp Corp | R/W | 3.47 | Gratis | Parker |
| **South Salem-Illahe Section - Pacific Highway** | | | | |
| Conklin, Bertha M. | R/W | 0.035 | $200 per A. plus $3.00 | McCallister |
| **La Grande Section - Wallowa Lake Highway** | | | | |
| Williamson & Berry | R/W | 4570 Sq.Ft. | Gratis | Parker |
| **Enterprise-Joseph Section - Wallowa Lake Highway** | | | | |
| Wallowa County | R/W | 0.704 | Gratis | Benson |
| Ward, W. O. | " | 0.309 | $100 per A. plus $60.00 | " |
| Fleming, Elizabeth | " | 0.17 | $100 per A. plus $65.00 | " |
| Russell, L. H, Est. | " | 0.615 | $100 per A. | " |
| Amey, Jessie A. | " | 0.146 | $100 per A. plus $28.50 | " |
| Creighton, Mabel | " | 0.624 | $100 per A. plus $120.00 | " |
| Creighton, Mabel & Jones, Jessie | " | 0.31 | $100 per A. plus $60.00 | " |
| Jones, Jessie C. | " | 0.788 | $100 per A. plus $156.75 | " |
| Lutje Bros. | " | | Move Bldgs from R/W $873 | " |
| Schelling, Frederick | " | 0.312 | $100 per A. plus $66.50 | " |
| Woolgrowers Warehouse Co. | " | 0.312 | $100 per A. plus $61.50 | " |
| Oregon Mortgage Co. | Gravel Pit | 1.9 | $25.00 per A. | " |
| **Booth Park-Klamath Falls - Lakeview Highway** | | | | |
| Favell-Utley Realty Co. | Park | 40.00 | $50.00 Lump Sum | Boardman |
| **Valades Ranch-Stewart Bridge - John Day Highway** | | | | |
| Bailey, Glen F. | Gravel Pit | 2.62 | $25 per A. plus $26.00 | Williams |
| **Cannon Beach-Ecola State Park Road** | | | | |
| Thompson, H. C. | R/W | 3000 Sq.Ft. | at 1¢ per Sq.Ft. | Bentley |
| Broadwell Grocery | " | 515 " " | 1¢ per Sq.Ft. | " |

(Continued next page)





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Cannon Beach-Ecola State Park Road (continued)** | | | | |
| Broadwell Grocery | R/W | 18730 Sq.Ft. | 1¢ per S Ft. | Bentley |
| Oregon Land & Timber Co. | " | 13540 " " | 1¢ per Sq.Ft. | " |
| Douglas Land Company | " | 8550 " " | 1¢ per Sq.Ft. | " |
| **Metzger Undercrossing-Beaverton - Aurora Secondary Highway** | | | | |
| Meehan, Anna M. - Parcel #1 | Permit for depositing waste material) | | | McCallister |
| Meehan, Anna M. - Parcel #2 | " " " " " ) | | | |
| Geil, Huld H. | " " " " " (Gratis | | | " |
| Washington County | " " " " " ) | | | " |
| Dunham, Harriet E. | " " " " " ) | | | " |
| **Olene Crossing-Klamath Falls - Lakeview Highway** | | | | |
| Bord, Rex E. | R/W | 2.55 | 1.50 A. at $150 per A.<br>1.05 A. at $25 per A. | McCallister |
| **Paisley Section - Fremont Highway** | | | | |
| Graham, C. R. | R/W | 6300 Sq.Ft. | $375.00 Lump Sum | McCallister |
| **Juntura-Chimney Creek Section - Central Oregon Highway** | | | | |
| Goodman, Deans | R/W | 7.91 | $2500.00 Lump Sum | Devers |
| **Junction City-Eugene Section - Junction City-Eugene Secondary Highway** | | | | |
| Diess Est., Geo. L. | R/W | 0.247 | $150 per A. | Parker |
| Fleming, Robert E. | " | 1.456 | $150 per A. plus $60 | " |
| Rickhoff, Jr., C. C. | " | 1.561 | Land $1200 plus $800 | " |
| **Paisley-Valley Falls Section - Fremont Highway** | | | | |
| Curran, Richard | Gravel Pit | | 1 yr. permit, approx. 10,000 cu.yds. at 2¢ per cu.yd. | McCallister |
| **Estacada Section-Woodburn - Mt. Hood Secondary Highway** | | | | |
| Hicks, Emma May | R/W | 6 Lots | at $69.50 per Lot | Parker |
| Morgan, U. S. | " | East 20 ft. of 2 Lots, land $37.50 plus moving buildings | | " |
| Meyers, J. H. | " | 25 ft. Frontage of 3 Lots | $50 Lump | " |
| Sparks, John L. | " | 0.21 A. Land | $100 plus moving bldgs | " |
| Denney, Carrie | " | 386 Sq.Ft. Land | $5.00 plus $25.00 | " |
| Jewell, Rachel R. | " | 2 Lots | $10.00 Lump Sum | " |
| Jennings, W.C. & O.J. | " | 7500 Sq.Ft. Land | $350.00 plus moving buildings | " |
| **Scottsburg-Reedsport Section - Umpqua Highway** | | | | |
| Douglas County (Elinor Sellin) | R/W | Lot & Residence | $430.11 Lump | DeSouza |
| Douglas County (Mrs.W.S.Burnett) | " | Lot & Residence | $252.74 Lump | " |
| Couglas Co. (Chapin-Staples Inv.Co.) | " | Lot & Buildings | $214.77 Lump | " |
| Douglas County (James Macey) | " | Lot & Residence | $259.75 Lump | " |
| Douglas County (W.G.Hoagland) | " | Fractional Quarter Section | $15.31 Lump | " |
| Douglas County (W.G.Hoagland) | Park | 6.94 A. | $6.34 Lump | " |

(Continued next page)

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Scottsburg-Reedsport Section - Umpqua Highway (continued) | | | | |
| Douglas County (Arthur Mahoney) | R/W | 120.00 | $239.35 Lump Sum | DeSouza |
| Douglas County (C.E.Marks) | " | Fractional Quarter Section | $29.36 Lump Sum | " |
| Woodburn-Mt. Hood Highway at Estacada | | | | |
| Cyrus, Loren O. | R/W | 0.60 | $500.00 plus moving bldgs | Parker |

The Commission discussed the acquisition of right of way needed for the East Pendleton railroad grade separation project and decided to defer authorizing the purchase of such right of way pending an appraisal of the various properties involved by a board of appraisers. The Engineer was authorized to engage for such purpose the services of a competent board of appraisers from the Pendleton Realty Board.

The Commission had under consideration the request of contractor Geo. F. Price for an extension of time from August 15 to October 20, 1935, within which to complete his contract for the grading and surfacing of the Elgin Section of the Wallowa Lake Highway in Union County. The Engineer advised that Mr. Price was delayed in completing this contract within the specified time limit by reason of the fact that the contractor for the building of the new bridge over the Grande Ronde River at this place had not completed his job causing delays to the construction of the bridge approaches by Mr. Price. He further advised that the general public has not been inconvenienced by the delay and the state has not incurred any extra expense for engineering supervision; further, that it is his recommendation, in which the Bureau of Public Roads has already concurred in writing, that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1703 with Geo. F. Price for grading and surfacing the Elgin Section of the Wallowa Lake Highway in Union County, completed October 17, 1935.

Contract No. 1704 with R. F. Nichol for the construction of a bridge over the Grande Ronde River on the Wallowa Lake Highway at Elgin, in Union County, completed October 19, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state





highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 1703 with Geo. F. Price for grading and surfacing the Elgin Section of the Wallowa Lake Highway in Union County, completed October 17, 1935.

Contract No. 1704 with R. F. Nichol for the construction of a bridge over the Grande Ronde River on the Wallowa Lake Highway at Elgin, in Union County, completed October 19, 1935.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment is hereby authorized.

The Engineer presented a list of projects that are ready for construction, from which the Commission selected the following to be contracted at the February 6 meeting, and authorized the Engineer to advertise these jobs for bids to be received at that time:

| | Total Estimated Cost | Federal Funds Requested |
|---|---|---|
| Alternate Relief Projects: | | |
| Champoeg Road, Grad. & Surf. | $ 50,000 | $ 50,000 |
| Oak Hill School-Oak Hill O'xing, Gr., Surf. & Oil | 25,000 | 25,000 |
| Wheeler-Manzanita, Surf. & Oil | 8,000 | 8,000 |
| Estacada Bridge | 90,000 | 90,000 |
| Enterprise-Joseph Section, Bridge | 15,000 | 15,000 |
| Columbia Blvd.- Dike, Paving | 30,000 | 30,000 |
| Barker-Fairview (Glisan St.), Paving | 49,000 | 49,000 |
| Base Line-Foster Road (Buckley Ave.), Paving | 49,000 | 49,000 |
| Astoria Project, Paving | 30,000 | 30,000 |
| Approaches to Yaquina Bay Bridge., Gr.,Surf.& Oil | 48,000 | 48,000 |
| Approaches to Alsea Bay Bridge, Gr., Surf. & Oil | 16,000 | 16,000 |
| Yamhill County Oiling Projects | 30,000 | 30,000 |
| | $440,000 | $440,000 |
| Grade Separation Projects: | | |
| United Railways, Nehalem Boom | $ 55,000 | $ 55,000 |
| Southern Pacific Ry., Union Ave., Portland | 306,000 | 306,000 |
| Oregon Trunk Railroad, Bend | 79,000 | 79,000 |
| O. W. R. & N. Co. Barr Road (Halsey St.) | 55,000 | 55,000 |
| | $495,000 | $495,000 |

(Tentative List of Projects for Letting February 6 - continued)

| | Total Estimated Cost | Federal Funds Requested |
|---|---|---|
| Regular Federal Aid and Others: | | |
| Salem-South, Grading (FA) | $150,000 | $ 91,500 |
| South Approach to Coos Bay Bridge (FA) | 46,000 | 28,000 |
| North Approach to Coos Bay Bridge (FA) | 44,000 | 27,000 |
| Rock Creek-Wallowa, Grad.,Surf. & Oil (FA) | 56,000 | 34,000 |
| Rock Creek-Wallowa, Bridges (FA) | 37,000 | 22,500 |
| Danebo Ranch-Oak Hill School (NRS) | 20,000 | 20,000 |
| Approaches to Siuslaw Bridge (NRM & NRH) | 14,000 | 14,000 |
| Arch Cape Tunnel, Grading (FA) | 150,000 | 91,500 |
| Rainier Section, Grading and Paving (FA) | 40,000 | 24,400 |
| Dairy-Bonanza, Resurfacing (State) | 15,000 | - - - |
| | $572,000 | $352,900 |
| TOTAL | $1,507,000 | $1,287,900 |

The Commission considered and signed agreements as follows:

1. Agreement with Edlefsen-Weygandt Company disposing of their claim for extra compensation arising out of their contract No. 1719 for the grading and paving of the Newberg-Chehalem Creek Section of the West Side Pacific Highway, in Yamhill County.

2. Agreement with F. G. Brown, Crystal, Oregon, providing for the removal of snow from the Klamath Lake Secondary Highway between Crystal School House and the Rogue River National Forest Boundary, during the winter of 1935-36.

3. Three agreements with Multnomah County and the O.W.R.& N. Co., covering the construction of three railroad grade separation projects at the following points in Multnomah County:

a. Overcrossing at N.E. 102 Ave. (Craig Road)
b. Undercrossing at E. 122 Ave. (Buckley Road)
c. Undercrossing at N.E. 162 Ave. (Barker Road)

4. Agreement with James Churchill Estate, whereby the State and the Bureau of Public Roads and its contractors are authorized to enter upon the Churchill property in connection with highway construction operations on the Salmon River Highway, pending completion of negotiations for right of way for the proposed highway improvement.

5. Agreement with Umpqua River Navigation Company providing for the furnishing of auxiliary free ferry service across the Umpqua





River on the Oregon Coast Highway at Reedsport, during the months of November and December of 1935, and the months of January, February and March of 1936.

6. Agreements with the West Coast Power Company providing for the furnishing of electrical energy for the operation of the draw bridge over the Umpqua River, on the Oregon Coast Highway at Reedsport, in Douglas County, and for the operation of the bridge over the Siuslaw River on said highway at Florence, in Lane County.

There being no further business to come before the Commission at this time, the meeting was adjourned at 9:30 o'clock p. m.

Henry F. Cabell
Chairman

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Bleakney for
Secretary

Portland Oregon, January 8, 1936.

The State Highway Commission met in special session at 8:00 o'clock p. m. in the Benson Hotel, at which meeting there were present the following persons:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. G. Smith, Construction Engineer
J. M. Devers, Attorney
W. H. Lynch, District Engineer, Bureau of Public Roads
T. M. Davis, Highway Engineer, Bureau of Public Roads

The Commission conferred with Mr. Samuel C. Lancaster in regard to matters pertaining to the relocation of the Columbia River Highway in the vicinity of Bonneville Dam. Mr. Lancaster asked the Commission to restore the present highway at Eagle Creek for public use when the new highway is constructed, in order that people may use it if they so desire. The State Highway Engineer estimated that it will cost about $40,000 to do what Mr. Lancaster

PART 1

OF

VOLUME XX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1935

T O

SEPTEMBER 25, 1935

- - - -

OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Portland, Chairman
E. B. Aldrich, Pendleton, Commissioner
Carl G. Washburne, Eugene, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

TABLE OF CONTENTS


| Page | Date 1935 | Subject |
|---|---|---|
| 5481 | April 4 | Henry F. Cabell introduced. |
| | | Commissioner Cabell elected Chairman. |
| | | Umatilla County. Revision of Old Oregon Trail between Pendleton and Boardman requested; also elimination of grade crossing at Hermiston. |
| 5482 | | Oregon Coast Highway bridges; resolution authorizing application for amendment to loan and grant agreement providing for reallocation of loan monies for use as grant for construction of water grade highway from Troutdale to Cascade Locks. |
| 5483 | | Wage rate of certain employes, increase of $.01 per day recommended. |
| 5484 | | Portland, 17th St.-Ross Island Bridge project; letter from W. H. Lynch re purchase of right of way. |
| | | Ash Street-Jefferson Street Unit, contract awarded to Parker-Schram Co. |
| | | Umatilla County, Meiner's Ranch-Pendleton Section, Joplin & Eldon, contractors; penalty waived. |
| 5485 | | Cascade Locks Section. Gravel; State Fish Commission asked to reduce price. |
| | | The Dalles-California Highway, Maupin-Bend Section, load limit order cancelled. |
| 5486 | | Deschutes County. Office space for Division Engineer at Bend; agreement with county. |
| | | LaGrande. Decision re acquisition of right of way for undercrossing project. |
| | | Clackamas County. Request from D.A.R. for permission to place marker adjacent to right of way near Milwaukie. |
| 5487 | | Linn County. Request for sidewalk on Ames Creek bridge in Sweet Home approved. |
| | | Tillamook County. Request for designation of two secondary highways; decision deferred. |
| | | Secondary highways, general inspection to be made. |
| | | Clackamas County. Request for designation of secondary highway from West Linn to West Side Pacific Highway denied. |
| | | Linn County. Request for improvement of Halsey-Sweet Home Secondary Highway denied. |
| | | Jackson County. Request for improvement of Sam's Valley Secondary Highway denied. |
| 5488 | | Lake County. Fremont Highway; request for improvements. |
| | | Douglas County. Umpqua Highway; request for early completion of construction between Reedsport and Scottsburg. |
| | | Clatsop County. Nehalem Secondary Highway; cooperation on SERA road project approved. |
| | | SERA projects; policy of Commission. |
| | | Cascade Locks. Payment to J. B. Laber for exchange of land approved. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5488 | April 4 | Acquisition of property for right of way, quarry sites, etc., resolution covering various highways. |
| 5490 | | Curry County. Park sites near Gold Beach; negotiations for purchase authorized. |
| | | E. G. Gudhart property at Eagle Creek; condemnation proceedings authorized; U. S. Army Engineers and Forest Service to |
| 5491 | | cooperate; resolution covering condemnation. |
| 5494 | | Salaries. Adjustment ordered in conformance with 1935 law. |
| | | Discrepancies; authority requested to remedy by adjustments. |
| | | Traffic count. SERA project authorized. |
| | | Jacobsen-Jensen Co. Agreement signed modifying original contract for paving Portland-Washington County Line Section. |
| | | The Dalles. Lions Club requesting cooperation in erection of monument. |
| 5495 | April 11 | Proposals received: |
| | | Curry County Rock Production Project; |
| 5496 | | Jericho Lane Section, road mix oil surface treatment; |
| | | Siskiyou Summit-State Line Section, crushed rock; |
| | | Yamhill County Line-Stratton Ranch Section, grading and surfacing; |
| | | Timber bridge over Mill Creek; |
| | | Sale of used wooden oil storage tank at Brogan. |
| | | Arthur A. Hardesty bid on Siskiyou Summit-State Line Section returned unread. |
| 5497 | | Douglas County. Turkey Hill Section; allocation for reconstruction requested. |
| | | Lake County. Fremont Highway; allocation of federal money requested. |
| | | Motor vehicle fuel consumption on highway grades, investigation authorized. |
| | | Motor Transportation Act. Fact-finding surveys in connection with activities of State Interim Committee approved. |
| 5498 | | Curry County. Right of way at north end of Chetco River bridge; options authorized. |
| | | Filing system. Offer of Remington-Rand, Inc. approved. |
| | | Transits. Authority granted to trade in six old on six new. |
| | | Load limit order cancelled: |
| | | Old Oregon Trail, Pendleton-Meacham; |
| | | Dairy-Bonanza Highway, Dairy to Bonanza; |
| | | Ochoco Highway, Redmond to Prineville; |
| | | Fremont Highway, junction with The Dalles-Cal. to Silver Lake. |
| 5499 | | Douglas County. Umpqua River bridge; Engineer authorized to make application to War Dept. for new permit for Smith River Channel portion. |
| 5500 | | Lincoln County. Alsea Bay bridge; resolution re maintenance of additional riprap to protect foundations. |
| 5501 | | Clatsop County. Resolution for abandonment of section of Nehalem Secondary Highway at Beneke Creek. |
| 5503 | | Polk County. Resolution for abandonment of section of Independence Secondary Highway. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5504 | April 11 | Douglas County. Resolution providing for retention as stock pile sites of three parcels of land within right of way of old county road formerly used as route of Umpqua Highway. |
| 5507 | | Mrs. Agnes E. Hines. Letter presented re use of her pictures in advertising Oregon. |
| | | Morrow and Umatilla Counties. Delegation present re Lexington-Echo and Hermiston Secondary Highways. |
| | | Sherman County. Sherman Highway; surfacing and oiling of uncompleted section requested. |
| 5508 | | Washington County. Tualatin Valley Highway, improvement of Forest Grove-Hillsboro Section requested. |
| | | Multnomah County. Columbia River Highway, Eagle Creek Section; authority granted to advertise for construction of bridge piers; agreement with Army Engineers authorized; |
| 5509 | | right of way, condemnation proceedings to be started. |
| | | Fish and Game Commission, negotiations for gravel at Cascade Locks. |
| | | Lincoln County. Alsea Highway, improvement of Tidewater Section requested. |
| | | Wheeler County. John Day Highway; Haley & Haley authorized to transport logs over 10-mile section on Saturday afternoons. |
| | | Multnomah County. Columbia River Highway; widening at Coopey Falls and Bridal Veil for school bus requested by School District No. 39. |
| 5510 | | Clatsop County. Nehalem Secondary Highway, oiling from Olney to Jewell requested. |
| | | Multnomah. Request for regulation of parking through business district. |
| | | Wheeler County. Shaniko-Fossil Secondary Highway, improvement requested. |
| | | La Grande. Hearing requested in matter of grade separation. |
| | | Acquisition of property for right of way, quarries, etc., resolution covering various highways. |
| 5511 | | Agreements signed: |
| | | O.-W. R. & N. and Dalles City re right of way; |
| 5512 | | S. P. Co., terminating storage site lease at Bruce Siding; |
| | | City of Portland, maintenance of S. W. 4th Ave. from Jefferson St. to Ash St.; |
| | | S. P. Co. and Tillamook Co., relocation of Oregon Coast Highway between Mohler and Hobsonville; |
| | | Dr. Fred F. Thompson, The Dalles, encroachment of service station on Columbia River Highway; |
| | | Ole Hansen and wife, bridge across Pilot Butte Canal. |
| | | Hood River County. Columbia River Highway; resolution authorizing right of way condemnation across property of Alfred D. and Lucy Hawk at Cascade Locks. |
| 5514 | | J. B. Laber, settlement approved. |
| | | Federal funds 1935 relief act; inquiry re Commission's program by W. H. Lynch; Engineer authorized to prepare plans and specifications for certain jobs. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5515 | April 11 | La Grande undercrossing. Preparation of plans; conference with S. Murray. |
| | | Federal funds for grade crossing eliminations; railroad representatives invited to program conference. |
| | | Marion County. Silver Creek Falls Secondary Highway, oiling requested by delegation from Salem and Silverton. |
| 5516 | | Awards announced: |
| | | Curry County Rock Production Project; |
| | | Jericho Lane Section; |
| | | Siskiyou Summit-State Line Section; |
| 5517 | | Yamhill County Line-Stratton Ranch Section; |
| | | Bridge over Mill Creek, The Dalles; |
| | | Sale of used wooden oil storage tanks. |
| | | Historical location direction signs; erection urged by Ray Conway. |
| 5518 | | Gilliam County. Hazardous condition at bridge on John Day Highway 17 miles north of Condon reported by Joe Shelton. |
| | | Multnomah County. E. 82d Ave, Portland; advertisement of additional project authorized. |
| | | Portland. Designation of system of state highway routes and connections through city requested. |
| 5519 | April 23 | Portland. City officials present re programming of funds for expenditure in city; Front Street connection proposed. |
| 5521 | | Right of way, financing discussed. |
| | | Master plan of state highway routes; preparation authorized. |
| 5522 | | The Dalles. Maintenance headquarters; purchase of site authorized; possibility of SERA project to be investigated. |
| | | Benton County. West Side Pacific Highway, letter requesting widening south of Corvallis. |
| | | Clatsop County. Nehalem Secondary Highway; oiling through Jewell requested. |
| | | Oregon Coast Highway, Cannon Beach-Neahkahnie Mountain Section; funds for completion requested. |
| | | Polk County. Kings Valley Secondary Highway, oiling requested. |
| | | Umatilla County. Application for acquisition of stock pile site adjacent to Old Oregon Trail. |
| | | Washington County. Lease agreement with S. P. Co. for stock pile site at Buxton signed. |
| | | Harney County. F. C. Dibble allowed to haul logs on Saturday afternoons and Sundays. |
| 5523 | | Clackamas County. Letter endorsing resolution requesting designation as secondary highway of road from West Linn to Tualatin. |
| | | Douglas County. Umpqua Highway; request for early completion of Scottsburg-Reedsport Section; Engineer to render cost report. |
| | | Bend division headquarters. Matter of constructing building discussed. |
| | | Alfred A. Loeb; letter requesting Commission to purchase timber tracts and scenic spots along highways. |
| | | Multnomah County. Swift Secondary Highway, request for cattle pass denied. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5524 | April 23 | Load limit orders rescinded: |
| | | Alsea-Deadwood Secondary Highway between Alsea and Lincoln County Line; |
| | | John Day Highway from Prairie City to Unity; |
| | | Klamath Lake Secondary Highway from Klamath Falls north 15 miles; |
| | | The Dalles-California Highway from Bend to Klamath Falls. |
| 5525 | | Wolf Creek Highway; letters urging completion between Sunset Camp and Elsie. |
| | | Lane County. Petition for oiling section of Eugene-Swisshome Secondary Highway through Noti. |
| | | Multnomah County; 25-mile speed limit ordered through Parkrose District. |
| 5526 | | Communications considered: |
| | | Taft-Nelscott Chamber of Commerce, Siletz River Sec. Hwy.; |
| | | Judge Baird, Baker County, requesting funds; |
| | | Petition for improvement of Sunnyside-Umapine Secondary Highway. |
| | | Eugene. Resurfacing of Pacific Highway between Van Buren and High Streets urged by Mayor; authorized. |
| 5527 | | Yamhill County. Resolution for condemnation of right of way across property of Chas. Bruce, West Side Pacific Highway. |
| 5528 | | Automobiles. Three Studebakers to be traded in on three new cars. |
| | | Portland. Resolution adopting highway routes through city. |
| 5533 | | Acquisition of real property for right of way, quarries, etc., resolution covering various highways. |
| 5535 | | Resolution for acquisition of property; discussion of form. |
| | | Multnomah. West Side Pacific Highway; resolution covering regulation of traffic. |
| 5536 | | Clackamas County. Pacific Highway; parking at west end of Willamette River bridge, regulation authorized. |
| | | Hood River County. Cascade Locks Section awarded to F. J. Kernan. |
| | | Lane County. Request by Girl Scouts for use of portion of state park at Cleawox Lake. |
| 5537 | | Contracts completed and accepted: |
| | | Milwaukie Undercrossing, Shattuck & Neland; |
| | | O. E. overcrossing on West Side Pacific Highway, C. J. Montag. |
| 5538 | April 24 | Grant County. Delegation requesting improvements along John Day Highway; |
| | | Kimberly-Monument Secondary Highway, extension to Pendleton-John Day Highway requested; |
| | | Designation of secondary highway down Middle Fork of John Day River requested. |
| 5539 | | Klamath County. Delegation asking consideration of various projects. |
| | | Klamath Falls City Planning Commission, projects proposed by City Engineer. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5540 | April 24 | Klamath County. List of county road projects submitted by County Commissioner for consideration. |
| 5541 | | Douglas County. Umpqua Highway; request for construction in town of Reedsport. |
| | | Ed W. Miller, Oregon Coast Highway Association, requesting various projects. |
| 5542 | | Douglas County. Delegation requesting various projects. |
| | | Coos County. Request for bridge across Coos River to replace Enegren ferry. |
| | | Various projects requested by County Judge. |
| | | Old Oregon Trail Association, delegation requesting various projects. |
| 5543 | | Union County. Delegation requesting various projects. |
| 5544 | | Wallowa County. Delegation requesting various projects. |
| | | Umatilla County. County Court requesting funds for various projects. |
| 5545 | | Sunnyside-Umapine Secondary Highway. Improvement urged by delegation. |
| | | Morrow and Gilliam Counties. Wasco-Heppner Secondary Highway; completion requested. |
| | | Lexington-Echo Secondary Highway, oiling requested. |
| | | Sherman County. Projects requested by County officials. |
| | | John Day Highway Association. Delegation requesting various projects. |
| 5546 | | Gilliam County. Old Oregon Trail, elimination of two dangerous curves west of Arlington requested. |
| | | Wheeler County. County Court requests various projects. |
| 5547 | | Wasco County. County Court requesting various projects. |
| | | Central Oregon. Delegation asking for improvements in Crook and Jefferson Counties. |
| | | Jefferson County. Warm Springs Highway, routing into town of Madras requested. |
| 5548 | | Bend Chamber of Commerce. Various projects requested. |
| | | Lane County. Delegation urging various projects. |
| | | Lane County Development Association protesting proposed relocation of Pacific Highway; asking for expenditure on Route "F" instead. |
| 5549 | | Benton County. Delegation asking for various projects. |
| | | Corvallis Chamber of Commerce requesting various projects. |
| 5550 | | West Side Pacific Highway Association requesting various projects. |
| 5551 | | Lincoln County. Comm'r Dunn requesting various improvements. |
| | | Portland to Salem via Champoeg; highway requested by Milton Miller and Harvey Starkweather. |
| | | Marion County. Turner Community Club suggests new route for Pacific Highway via Turner and Marion. |
| 5552 | | Malheur County; various projects requested by County Judge. |
| | | Linn County. Various projects requested by County Court. |
| | | Wolf Creek Highway. Completion requested by delegation. |
| | | Interstate Avenue Ass'n, Portland, requesting improvements on Denver Avenue and Interstate Avenue. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5552 | April 24 | Marion County. County Court and delegation asking for various projects. |
| 5553 | | Polk and Yamhill Counties. Additional construction requested on Salem-Dayton Secondary Highway. |
| | | Columbia County. County Court and delegation requesting improvements. |
| | | Washington County. County Court and delegation requesting various projects. |
| | | Wilson River Highway. Delegation urging construction. |
| 5554 | | Tillamook County. Improvements requested. |
| | | Clatsop County. Cannon Beach-Neahkahnie Mountain Section, completion urged. |
| | | Yamhill County. County Court urging several projects. |
| | | Clackamas County. Additional two-lane pavement requested between Oregon City and Milwaukie; also elimination of bottleneck situation in Oregon City. |
| 5555 | | Gladstone. Request that Arlington Street be made state highway connection between E. Portland-Oregon City Highway and 82nd Street road. |
| | | Salem. Hollywood Community Club urging railroad grade elimination structure at north city limits. |
| | | Polk County. Delegation urging various projects. |
| 5556 | | Oregon Rural Letter Carriers Ass'n; committee asking appropriations for some of county roads used as mail routes. |
| | | Clackamas County. County officials asking for improvements on Woodburn-Mt. Hood Loop Secondary Highway; |
| 5557 | | Pacific Highway; improvement between Oswego and West Linn requested; |
| | | Secondary highway requested from West Linn to connection with West Side Pacific Highway near Tualatin. |
| | | Hood River County. Consideration of various projects requested. |
| | | Jackson County. Various projects requested. |
| 5558 | | E. G. Whipple requesting modification of Commission's order in regard to hauling long piling. |
| | | State park system. Additional appropriation approved; Parks Engineer to investigate and recommend additions to system. |
| | | Lane County. Spruce timber tract south of Florence, negotiations authorized. |
| 5559 | | Landscaping state highways. Services of W. H. Simonson to be requested. |
| | | Eugene. Resurfacing of city streets on Pacific Highway route requested; retention of present routing requested. |
| | | Communications considered: |
| | | Telegram from Josephine County Court requesting funds for improvements on secondary highways; |
| | | Telegram from Elgin Community Club requesting funds for Weston-Elgin Secondary Highway; |
| | | Telegram from Pacific Highway Association requesting improvements in Southern Oregon; |

| Page | Date 1935 | Subject |
|---|---|---|
| 5560 | April 24 | Communications considered, continued<br>Letter from Ashland Chamber of Commerce urging improvement of Siskiyou Section;<br>Telegram from Judge Reynolds, Lake County, re improvements on Fremont Highway;<br>Letter from T. C. Richter asking for oiling of Amity-Bellevue Secondary Highway;<br>Letter from Gold Hill Chamber of Commerce urging paving of section of Sams Valley Secondary Highway;<br>Letter from Judge Baird, Baker County, requesting several projects. |
| 5561 | May 1 | Multnomah County. County officials present re allocation of 1935 federal funds. |
| 5562 | | Pacific Highway. Modernizing requested by Douglas County officials and Pacific Highway Association.<br>Board of Control. Ten old trucks to be rented for use in salvaging brick, etc. from Capitol Building ruins. |
| 5563 | | Maintenance buildings:<br>Enterprise, report on cost of construction;<br>The Dalles, construction as SERA project approved.<br>Cascade Locks Section. Request of F. J. Kernan for modification of specifications denied. |
| 5564 | | Ferry service at Newport, Waldport, Florence and Reedsport, extension of contracts authorized.<br>Douglas County's offer for old asphalt kettle accepted.<br>Donald R. Combs' offer for old wooden oil storage tank at Snake River patrol station accepted.<br>Multnomah County. Widening of highway at Coopey Falls and Bridal Veil authorized for convenience of school buses. |
| 5565 | | Cannon Beach Road. Log hauling; modification of order limiting length; all hauling ordered discontinued during summer.<br>Tillamook County. Wilson River Highway; construction to McNamer's bridge urged.<br>Culvert pipe. Engineer's recommendation as to policy approved. |
| 5566 | | Load limit orders rescinded:<br>Wapinitia Highway;<br>Mt. Hood Highway from Sandy to junction with Wapinitia Hwy. |
| 5567 | | Umatilla County. Pendleton-John Day Highway, Commissioner Aldrich reports receipt of complaints.<br>Pelican Bay Lumber Company; application for permission to operate logging trucks across The Dalles-Cal. Highway denied; overhead crossing to be required.<br>Coos County. Request of Lakeside Supply Company for permission to erect signs on Coast Highway denied.<br>Oswego. Parking discussed; traffic lanes ordered painted. |
| 5568 | | Lane County. Pacific Highway, request for relocation and construction of Junction City-Eugene Section.<br>Gladstone. Adoption of Arlington Street as state highway connection opposed, Dartsmouth Street suggested.<br>Umpqua Highway. Completion between Scottsburg and Reedsport urged by Ash Valley Grange. |
| 5568 | May 1 | Coos County. Request for improvement of Cape Arago Secondary Highway. |
| 5569 | | East Portland-Oregon City Highway, D.A.R. marker at Milwaukie, letter from Mrs. Rockey suggesting that Oregon Historical Society be consulted.<br>Parks Engineer presented following matters:<br>CCC camps for park development work;<br>The Dalles Lions Club, monument to mark Lewis and Clark camp site at mouth of Mill Creek; |
| 5570 | | Timbered tract at McCord Creek, purchase recommended;<br>West Salem; request of C. A. Robertson that State purchase area between highway and river denied; |
| 5571 | | Umpqua State Park; request for use by Boy Scouts denied;<br>Cleawox Lake; request for use of portion of state park by Girl Scouts denied;<br>Woahink Lake; authorized to secure option for additional property;<br>Short Sand Beach park; option approved for purchase of adjoining property from W. P. Sinnott and associates;<br>Short Sand Beach park; gift of adjoining property proposed by S. G. Reed; |
| 5572 | | Newport; name "Yaquina Bay Park" requested; recommendation to be secured from Lewis A. McArthur;<br>"Alderwood Park"; recommendation to be secured from L. A. McArthur re name for state park on Siuslaw Highway and Long Tom River;<br>Battle Rock Park; application from A. Mackey for permission to conduct mining operations on ocean beach denied;<br>Silver Falls State Park; request from W. H. Moffett for concession privileges denied;<br>Yeon Park; matter of continuing S. Lancaster as caretaker discussed.<br>Salmon River Highway. Negotiations for purchase of timber strip (extra right of way) across property of John Schroeder.<br>Secondary highway system; investigation in each county ordered. |
| 5573 | May 2 | Proposals received:<br>Jericho Lane Section, road mix oil surface treatment;<br>Salem Shop Building, raise and reshingle;<br>Foster Road-Flavel Street Section, paving; |
| 5574 | | Eagle Creek bridge, four piers;<br>Maupin-Cow Canyon Section, furnishing crushed rock in stock piles.<br>Cascade Locks Section. F. J. Kernan requesting modification of specifications; request denied. |
| 5575 | | Lane County. Petition presented by delegation asking retention of present route of Pacific Highway between Junction City and Eugene. |
| 5576 | | Oregon City. Informal discussion of routes through city; delegation favoring bluff route. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5576 | May 2 | Deschutes County. Redmond-Bend Section; right of way across property of Edna Telford, condemnation discussed; Bonus Commission mortgage. |
| 5577 | | Rainier. Columbia River Highway; Attorney reports difficulty in securing option for right of way from Mr. Tucker. |
| | | Troutdale-Cascade Locks; resolution adopting new route for Columbia River Highway and survey for Eagle Creek Section. |
| 5579 | | Washington County. West Side Pacific Highway; options for right of way east of Votaw undercrossing to be taken up. |
| | | Right of way abandonment resolutions: |
| | | Two short sections of West Side Pacific Highway west of Newberg; |
| 5581 | | Pacific Highway at Winston bridge. |
| 5583 | | Jackson County. Action on abandonment of old Pacific Highway between Central Point and Medford deferred. |
| | | Abandonment of right of way; policy adopted. |
| | | Lincoln County. Deed signed conveying property at Newport to United States for Coast Guard purposes. |
| | | Agreements signed: |
| 5584 | | Gardiner Mill Company, right of way; |
| | | Macleay Estate Company, connection between Oregon Coast Highway and service road near Rogue River bridge; |
| | | Forest Service, maintenance of John Day-Burns Highway; |
| | | Multnomah County, maintenance of west half of S.E. 82d Ave from S.E. Duke St. to S.E. Flavel St. |
| | | Acquisition of real property for right of way, quarry sites, etc., resolution covering various highways. |
| 5585 | | Extension of time: |
| | | J. A. Terteling & Sons, Burnt River bridge. |
| | | Contracts completed and accepted: |
| | | Burnt River bridge, J. A. Terteling & Sons; |
| 5586 | | Redmond-Bend Section, Berke Bros., Inc.; |
| | | North Medford Section, Jacobsen-Jensen Company. |
| | | Multnomah County. Underpass of Swift Secondary Highway requested by delegation; no action. |
| 5587 | | Clackamas County. Gladstone, Arlington St. connection between E. Portland-Oregon City Hwy. and E. 82d St. road requested. |
| 5588 | | Wasco County. Maupin-Cow Canyon Section; Code Authorities protest award to H. C. Rogers. |
| 5589 | | Yamhill County. Sheridan; widening of route of McMinnville-Tillamook Highway requested. |
| | | League of Oregon Cities; applications for funds for improvement of city streets. |
| | | Washington County. Hillsboro, additional widening of Tualatin Valley Highway through town requested. |
| | | Curry County. Request that State take over and maintain as secondary state highways certain county roads. |
| 5590 | | Awards announced: |
| | | Jericho Lane Section, road mix oil surface; |

| Page | Date 1935 | Subject |
|---|---|---|
| 5590 | May 2 | Awards announced, continued |
| | | Salem Shops, raise and reshingle frame shop building; |
| | | Foster Road-Flavel Street Section, paving; |
| | | Eagle Creek bridge, construct four piers; |
| | | Maupin-Cow Canyon Section, furnishing crushed rock in stock piles. |
| | | Harney County. Sage Hen Hill-Burns Section, permission granted W. A. and F. C. Dibble to haul logs Saturday afternoons, Sundays, holidays and after dark. |
| 5591 | | Clackamas County. B. B. Youman protests plans for reconstruction of 82d St. road one mile north of town of Clackamas. |
| | | Multnomah County. Designation and construction as secondary road of extension of Foster Road requested by delegation. |
| 5592 | | Tillamook County. Bay City, improvement of "C" Street requested. |
| | | Clackamas County. Hereford Street suggested as route for connection between E. Portland-Oregon City Highway and E. 82d St. Secondary Highway. |
| | | Portland. City Engineer present re traffic separation at west approach to Ross Island bridge. |
| | | Wolf Creek Highway. Sunset Camp-Elsie Section, purchase of right of way considered. |
| 5593 | | Freight charges on contractors' materials. Request of Edlefsen-Weygandt Co. on Newberg project granted; |
| | | Policy adopted. |
| | | Salary adjustments; matter referred to Chairman and Engineer. |
| 5594 | | Jackson County. Applications for funds for proposed railroad grade eliminations in Gold Hill and Phoenix. |
| | May 15 | Distribution of 1935 construction funds discussed; Engineer authorized to prepare detail plans for various jobs. |
| 5596 | | Historical locations, cooperation with Oregon State Motor Ass'n authorized. |
| 5597 | | Carson-Cornucopia Road, elimination from forest highway system considered; action deferred. |
| | | Coos County. Direction signs to Lakeside, request of Lake-Side Supply, Inc. denied. |
| | | McKenzie Highway. Snow removal, expenditure approved. |
| | | Portland. Foster Road-Flavel Street Section, award confirmed. |
| | | Gardiner Mill Company. Attorney's report in connection with right of way condemnation. |
| 5598 | | Resolution permitting Charles J. Marks to occupy property until expiration of his lease. |
| 5599 | | Interstate Bridge at Vancouver. Agreement executed with State of Washington and Portland Traction Company. |
| | | Waldport. Proposed improvement by Garden Club of area at intersection of Alsea and Oregon Coast Highways approved. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5599 | May 15 | Wilson River Highway. Letter from Geo. L. McPherson asking for extension to McNamer's Camp. |
| 5600 | | SERA traffic count; counties unable to cooperate; approval as state project requested. |
| | | Umatilla County. Cold Springs Highway; matter of completion and construction brought up by Commissioner Aldrich. |
| 5601 | | Willamette Highway. Reduced load limit lifted. |
| | | Swede Basin Lumber Company. Request for permission to haul logs during Saturday afternoons in vicinity of Grants Pass denied. |
| | | Roy E.Henry. Request for permission to haul logs over Powers Secondary Highway on Saturday afternoons and Sundays granted. |
| | | Polk County. Offer to purchase old Spearswell loader accepted. |
| | | Tourist and information bureau, establishment favored by Oregon Apartment House Association. |
| 5602 | | Storey, Thorndike, Palmer & Dodge, invoice for services rendered ordered paid. |
| | | Yamhill County. Protest of McMinnville Chamber of Commerce against designation as secondary highway of road from Amity to Dayton. |
| | | East Side Commercial Club, Portland. Letters re Barr Road connection between Portland and Troutdale, and right of way for 17th St.-Ross Island Bridge Section. |
| | | Polk County. Resolution authorizing condemnation of right of way across property of Arthur Sohrweid on Buell-Salt Creek Section of Dallas-Coast Secondary Highway. |
| 5604 | | Resolution authorizing acquisition of real property for right of way, gravel pits, etc. on various highways. |
| 5606 | | Deschutes County. Powell Butte Secondary Highway SERA project; part of appropriation for blasting materials to be used for labor. |
| 5607 | | Office space for division engineer in school building being remodeled for court house; agreement ordered prepared. |
| | | Amity. Request for oiling six blocks of secondary highway route through town granted. |
| | | Mitchell Point tunnel; automatic traffic signal authorized. |
| 5608 | | "Stop" signs at intersection of Ore.-Wash. Highway and Old Oregon Trail, complaints received. |
| | | LaGrande undercrossing. Form of petition to P.U.C. signed. |
| | | von der Hellen & Pierson. Release of final payment on Neil Creek-Barron Creek Section discussed; final payment ordered. |
| | | Homer G. Johnson. Final payment on Kamela-Hilgard Section ordered. |
| 5609 | | McCord Creek park site. Attorney's report. |
| | | Eagle Creek reconstruction. Joint operations by Government and State; form of agreement considered. |
| 5610 | | Multnomah County. Direction and mileage signs on county roads; Commission to cooperate with Motor Association. |
| | | Insurance of property and records against loss by fire considered. |
| 5611 | May 15 | Fireproof vaults; Engineer instructed to inquire as to cost. |
| | | Coast Highway bridge loan; Attorney's report on status of application for modification of agreement to provide for transfer of loan as grant for new highway from Troutdale to Cascade Locks. |
| 5612 | | Elbert M. Chandler. Letter accusing certain department engineers of promoting construction of bridge across Columbia River at The Dalles. |
| | | Engineer authorized to secure options for right of way for projects authorized at this meeting. |
| | | Coos Bay ferry. Adjustment of working hours of employes considered; Attorney to consult Labor Commissioner. |
| 5613 | | Portland. Agreement signed providing for maintenance of SE 82d Ave. from SE Foster Road to SE Duke St. and the E½ of SE 82d Ave. from SE Duke St. to SE Flavel St. |
| | | Contracts completed and accepted:<br>Tunnel-Dixie Section, J. A. Terteling & Sons;<br>Hayden Gulch-West Forest Bdry. Sec., Colonial Const. Co.;<br>E. H. Itschner & E. L. Rigdon, Grand Ronde-Sheridan Sec.;<br>Gold Hill Section, Mountain States Const. Co.;<br>15th St.-6th St. Unit, Junction City Sec., Edlefsen-Weygandt Company. |
| 5614 | | Meeting date postponed from May 25 to June 6. |
| 5615 | June 5 | Minutes of February 27 and 28, March 28, April 11, April 23 and 24, 1935 approved. |
| | | Regulations governing expenditure of 1935 grade crossing elimination funds; telegram from W. H. Lynch discussed. |
| | | Sign maintained by Marcus Whitman Hotel, Walla Walla, east of Pendleton; Attorney's report. |
| | | Clatsop and Tillamook Counties. Attorney's report on attitude of County Courts re payment of indebtedness in connection with Cannon Beach-Neahkahnie Mountain road. |
| 5616 | | Resolution covering adoption of routes through various cities and towns. |
| 5639 | | Carson-Cornucopia Road to be retained on forest highway system. |
| | | Albany. Request for permission to construct and maintain rest room beneath south end of Willamette River bridge denied. |
| | | Wooden storage tanks at Brogan and Ontario; offers for purchase accepted. |
| | | Publicity booth at Calif. Pacific International Exposition, appropriation discussed. |
| 5640 | | Yaquina and Alsea Bays. Special ferry service for oil trucks discussed; special consideration refused. |
| 5641 | | Coast Highway Bridge Agreement. Attorney's report on status of application for modification to provide for transfer of loan as grant for new highway from Troutdale to Cascade Locks. |
| | | Logs. Method of loading on trucks discussed; to be taken up with Public Utilities Commissioner. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5641 | June 5 | Park matters discussed:<br>Tract adjacent to Crater Lake Highway, Jackson County; |
| 5642 | | Tract adjacent to Silver Falls State Park;<br>Water supply for Silver Falls State Park;<br>Ecola State Park, entrance roadway, negotiations for right of way authorized; |
| 5643 | | Grant County, 40-A. tract in fossil bed area, petition to Secretary of Interior requesting appraisal and fixing of lease or purchase price;<br>"Yaquina Bay Park" at Newport named;<br>"Alderwood Park" adjacent to Siuslaw Highway and Long Tom River in Lane County named;<br>Claim of Mrs. Cieslak for damages to property adjoining Silver Falls State Park; |
| 5644 | | Wayside strips along state highways through national forests; Engineer's report re possibility of securing CCC workers;<br>Cascadia Mineral Springs. Letter from Lebanon Lions Club asking Commission to accept offer of owner;<br>Proposed park site along Willamette River in West Salem, letter from C. A. Robertson.<br>D.A.R. marker near Milwaukie honoring Father De Smet; Secretary reports letter from L. A. McArthur. |
| 5645 | | "Chehalem Skyway"; name requested for road from Newberg to state park on Chehalem Mountain.<br>Right of way. County Courts to be invited in for discussion of acquisition and determination of policy.<br>Klamath County. The Dalles-California Highway between Klamath Falls and Lakeview Highway Junction; suggestion that Commission purchase extra right of way to widen to 100 feet.<br>Crater Lake Highway, Jackson County, letter from Forest Service relative to timber exchange. |
| 5646 | June 6 | Coast Highway bridge construction; bonds for financing discussed with Fred Paulus, Deputy State Treasurer.<br>Bids opened: |
| 5647 | | Klamath Falls-Midland Section, grading and surfacing;<br>La Grande Undercrossing.<br>Columbia County. Designation of secondary highway from St. Helens to Pittsburg requested; |
| 5648 | | Reconnaissance survey authorized.<br>Columbia River Highway. Widening between Multnomah County line and St. Helens requested.<br>Yamhill County. Designation of secondary highway from Dayton to Amity requested by delegation. |
| 5649 | | Pacific Highway projects in Southern Oregon requested for 1935 program by Douglas County delegation. |
| 5650 | | Douglas County. Rerouting Pacific Highway through Roseburg, investigations requested.<br>Roseburg. Repair of state highway routes through city requested. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5650 | June 6 | Portland. City Engineer showing artist's sketch of proposed reconstruction of west approach to Ross Island bridge; discussion of survey and construction of Foothills Boulevard; |
| 5651 | | Appropriation for surveys authorized;<br>Front Street Highway, changes in original plans proposed;<br>City notified to remove two buildings from right of way of E. 82d Ave. between Clinton Street and Foster Road.<br>California Pacific International Exposition, San Diego; delegation representing publicity committee asking financial assistance in advertising Oregon. |
| 5652 | | Lincoln County. J. E. Cooter requesting improvement of Pioneer Mountain-Toledo Section.<br>Marion County. C. H. Taylor presented petition protesting construction of new Pacific Highway between Salem and Jefferson. |
| 5653 | | Oregon City. T. L. Charman present regarding route for East Portland-Oregon City Highway through city.<br>Yamhill County. Mrs. Wanda I. Bergland requesting reimbursement for loss of business resulting from closing West Side Pacific Highway because of construction work south of Newberg.<br>Awards announced:<br>Klamath Falls-Midland Section, grading and surfacing;<br>La Grande Undercrossing Section. |
| 5654 | | Clackamas County. Request for widening and straightening of Pacific Highway between Oswego and West Linn.<br>Clatsop and Tillamook Counties. Neahkahnie Mountain-Cannon Beach Road, completion urged by Merle Chessman; conference with county courts to be arranged.<br>Mrs. Agnes E. Hines; arrangement for advertising state of Oregon; proposition outlined by Mr. McRae. |
| 5655 | | Mt. Hood Highway. Snow removal authorized.<br>Labor and wage rates on federal relief projects, informal discussion with C. C. Hockley, P.W.A.<br>Smith Wood Products Company, request for endorsement of use of Port Orford Cedar denied. |
| 5656 | | Modern Method Advertising Company requesting information re outdoor advertising in Oregon.<br>Multnomah County, Swift Secondary Highway, request for cattle pass denied.<br>Dump Truck Association. Resolution requesting modification of present rules re employment of dump truck equipment on federal road projects.<br>Oregon City. Petition and letters opposing and favoring adoption of Water Street route. |
| 5657 | | Columbia County. Nehalem Secondary Highway, petition requesting oiling through Mist.<br>Coos County. Powers Secondary Highway, oiling in town of Powers authorized. |

| Page | Date | Subject |
|---|---|---|
| | 1935 | |
| 5657 | June 6 | Clackamas County. Pacific Highway; request for new bridge over Molalla River south of Canby.<br>Cascade Secondary Highway, bridge over Abernethy Creek requested.<br>Lake County. Fremont Highway, surfacing of Paisley-Picture Rock Pass Section requested.<br>Multnomah County. Vancouver Avenue, pavement between Columbia Blvd. and Union Avenue approach to Interstate Bridge requested. |
| 5658 | | Clatsop and Tillamook Counties. Oregon Coast Highway, letter requesting completion of section between Cannon Beach and Neahkahnie.<br>Clackamas County. Petition recommending Hereford Street, Gladstone, as connection between E. Portland-Oregon City Highway and E. 82d St. Road; Engineer authorized to make investigations and surveys.<br>Wasco County. Tygh Valley-Sherars Secondary Highway, resolution requesting reconstruction of Buck Hollow Hill Section.<br>Petitions and agreements signed by Commission:<br>Petition to City of Corvallis for vacation of portion of alley in Block A of Avery's Addition;<br>Agreement with A. T. Dolan providing for exchange of materials along McMinnville-Tillamook Highway for additional materials for surfacing Pittsburg-Vernonia Section;<br>Agreement with City of Portland for maintenance of landscaping project on E. Portland-Oregon City Highway;<br>Agreement with Coos County covering improvement of road from Oregon Coast Highway to Lakeside; |
| 5659 | | Agreement with S. P. Co. and C. P. R. Co. covering construction of overhead crossing on Klamath Falls-Midland Section;<br>Agreement with Saxton & Looney providing for change of quarry sites on Necanicum-Elsie Section;<br>Agreement with City of La Grande and Lowell Williamson & Claude L. Berry in connection with La Grande Undercrossing.<br>Resolution covering acquisition of real property for right of way, quarries, etc. on various highways. |
| 5661 | | Extension of time:<br>Shattuck & Neland, Milwaukie Undercrossing.<br>Contracts completed and accepted:<br>Deschutes River-Agency Plains Section, J. A. Lyons;<br>Church Section, F. C. Dillard; |
| 5662 | | Wallace Bridge, Averill & Philpott;<br>Holdman-Meiners Ranch Section, Newport Construction Company;<br>Trehorn-Buxton Section, Edlefsen-Weygandt Company;<br>Tualatin River and Dairy Creek Overflow bridges, R. H. Jones;<br>Evelyn Avenue-"L" Street Unit, Grants Pass Section, Jacobsen-Jensen Company;<br>Elmira Section, Northwest Roads Company. |
| 5663 | June 25 | Regular Federal Aid Funds, 1936; first partial program selected and projects ordered prepared. |

| Page | Date | Subject |
|---|---|---|
| | 1935 | |
| 5666 | June 25 | Federal Relief Funds, 1935, discussion of advance information concerning expenditure.<br>Western Association of State Highway Officials, special meeting in San Francisco; Commission to be represented.<br>Wilbur H. Simonson, Senior Landscaping Architect, B. P. R., conference regarding proposed new highway up Columbia River; discussion of landscaping projects in general. |
| 5667 | | Federal Lands Funds, 1936, allocation discussed; program recommended.<br>Oregon Coast Highway bridges, amendment to loan and grant agreement to provide for changing method of financing; |
| 5668 | | amendment to loan and grant agreement authorizing toll-free operation of bridges; resolution covering amendments. |
| 5670 | | State highway bonds for Coast Highway bridge construction, resolution authorizing sale of $3,000,000; |
| 5673 | | Form of notice and call for bids approved. |
| 5675 | | Oregon Coast Highway bridge revenue bonds, letter to P.W.A. re disposition of $2,000,000 signed.<br>Canyon City-Burns Forest Highway, engineer's report on cost to stabilize.<br>Insurance on shop property at La Grande, action deferred on request of Charles H. Reynolds Insurance Agency; opinion of Attorney General.<br>Pendleton and Enterprise; designation of permanent highway routes necessary; hearing dates to be set.<br>Burns. Addition to highway maintenance building authorized for Resident Maintenance Engineer's headquarters. |
| 5676 | | Joseph Woerndle. Request for construction of driveway from Tualatin Valley Highway to his property east of Beaverton reconsidered and denial confirmed.<br>McMinnville. Acquisition of property for maintenance headquarters and stock-pile site authorized; construction of maintenance headquarters building authorized.<br>Pendleton. Lights on Umatilla River bridge; agreement with city authorized.<br>Ashland. Parking automobiles along Pacific Highway route; ordinance requiring parallel parking requested. |
| 5677 | | Coos County. Signs erected by Lakeside Supply Company on road to Lakeside, Attorney's report requested.<br>Multnomah County. Swift Secondary Highway, letter from Omar C. Spencer regarding handling of livestock across highway.<br>Fish and Game Division of State Police granted use of tugboat "Vega" for checking up unlawful fishing at night on Coos R.<br>Siuslaw Highway. Report of unlawful cutting of tree on right of way at Cheshire; prosecution discussed. |
| 5678 | | Aetna Life Insurance Company; group insurance plan proposed.<br>Assignment of employes' wages discussed.<br>Klamath County. Green Springs Highway; Weyerhaeuser Timber Co. requests permission to place temporary false bent in middle of highway in connection with overcrossing construction. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5678 | June 25 | Klamath Falls. Grade separations in city requested by Chamber of Commerce. |
| 5679 | | Champoeg Park; special traffic count to be taken on June 30.<br>Topographical survey, request of Milton A. Miller denied.<br>Pacific Highway, improvement between Portland and West Linn suggested by W. E. Bramel, Portland.<br>Grant County. County cooperation offered on new John Day River bridge near Monument provided Kimberly-Monument Sec. Hwy. is extended from Monument to Long Creek.<br>Wheeler and Wasco Counties. Shaniko-Fossil Sec. Hwy.; completion of grading and graveling requested.<br>Clackamas County. Mt. Hood Highway, request for sidewalk between Still Creek bridge and Zigzag Creek bridge denied. |
| 5680 | | Coos Bay ferry service; request for extension throughout night of July 4 granted.<br>Oregon Petroleum Industries Commission requesting reservation of Newport and Waldport ferries at certain hours for exclusive transportation of petroleum products.<br>Central Oregon Highway, construction east of Burns requested.<br>Electrical Products Corporation, permission to construct and maintain electrical sign denied.<br>Columbia County. Allocation of federal funds for construction of proposed highway from St. Helens to Vernonia requested. |
| 5681 | | Wasco County. Report from Grand Jury recommending reconstruction of Columbia River Highway to eliminate dangerous curve near mile post 84.<br>Deschutes County. Designation of secondary highway from Bend to Tumalo Lake and Tumalo Falls; request denied.<br>Gearhart. Oregon Coast Highway; request for sidewalk between Sixth Street, Gearhart, and city limits of Seaside denied.<br>Communications considered and ordered filed:<br>Letter from E. Side Commercial Club, Portland, 17th St.-Harrison St. Section;<br>Clackamas County Planning Board, uncompleted sections between Colton and Sandy;<br>Extension of Foster Road. |
| 5682 | | Documents considered, approved and signed:<br>Agreement Winchester Bay Lumber Company and John Kiernan Est., right of way Oregon Coast Highway, Reedsport;<br>Mt. Emily Lumber Co., right of way La Grande Undercrossing Sect.;<br>Southern Pacific Co., lease of garage building and storage space at Woodburn;<br>Bargain and Sale Deeds, exchange of property with J. C. Ponsler at Florence;<br>Agreement with O.-W. R. & N. Co., encroachments near Weatherby;<br>Agreement with Oregon State Motor Ass'n, road signs on county roads of Multnomah County.<br>Lane County. Springfield-Cottage Grove Secondary Highway, exchange of right of way with S. P. Co.; resolution accepting improvement and relinquishing claim to property appropriated by railroad company. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5685 | June 25 | Silver Falls State Park. Suggestion from Mrs. Cobie de Lespinnasse for naming unnamed falls.<br>Harney County. Materials for Buchanan Ranch Section of Central Oregon Highway; negotiations with State Land Board.<br>J. W. Chadsey, Newberg, claim for loss of business because of reconstruction of highway denied.<br>Salmon River Highway. Schroeder Lumber Company timber; joint cruise authorized. |
| 5686 | | Yamhill County. Park site adjacent to Salem-Dayton Sec. Hwy. devised to State by Maude Williamson; investigation ordered.<br>Right of way; resolution authorizing acquisition:<br>H. C. Tietje, Redmond-Bend Section;<br>L. P. Delsole, Chimney Creek-Juntura Section;<br>B. K. Deal, Florence-Glenada Section;<br>Charles Ager, Midland-Green Springs Section. |
| 5688 | | Leslie Watters and Hazel Watters, Houlton-Scappoose Section.<br>Lane County. Park site adjacent to Oregon Coast Highway and Woahink Lake State Park; option from Alta G. Wilson considered.<br>Acquisition of real property for right of way, quarries, etc., resolution covering various highways. |
| 5691 | | Extensions of time:<br>Chester T. Lackey, Ontario Section; |
| 5692 | | O. N. Pierce & M. L. O'Neil & Son, Blue Mountain Pass Section;<br>R. I. Stuart & Sons, Klamath Rock Production Project.<br>Contracts completed and accepted:<br>Maintenance building at Roseburg, Frank Neave; |
| 5693 | | Bridge over Burnt River, Averill & Philpott;<br>Hardman-Chapen Creek Section, Fisher Brothers;<br>North Powder-Haines Section, Quinn-Robbins Company.<br>NRA program (1934), revision and reallocation; projects recommended:<br>Barbur Boulevard Extension, complete paving; |
| 5694 | | Vancouver Ave. connection to Union Ave., pave;<br>Extension of "Route F" Highway.<br>Union and Umatilla Counties, Kamela-Hilgard Section, discussion of releasing final payment to Homer G. Johnson.<br>Next meeting July 25. |
| 5695 | July 24 | Chairman Cabell reported special meeting W. A. S. H. O. in San Francisco, July 16, 17 and 18.<br>Labor requirements of rules and regulations for expenditure of current federal relief moneys; alternate plan of B.P.R. discussed.<br>Wage rates discussed.<br>Apportionment of Regular Federal Aid Funds, Federal Lands Highway Funds and Federal Highway Relief Funds. |
| 5696 | July 25 | Wallowa County. Completion of road from Enterprise to Washington state line requested. |
| 5697 | | Douglas County. Improvement of Turkey Hill Section and three grade separations requested. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5697 | July 25 | Klamath Falls. Elimination of grade crossing on Main Street requested in substitution for two elimination projects east of Klamath Falls. |
| | | Astoria. Inquiry as to improvement of Columbia River Highway at 23d and Franklin Streets; city has right of way. |
| | | Oregon Coast Highway, improvement north from approach to Young's Bay bridge asked. |
| | | Linn County. Additional work on Santiam Highway requested; railroad grade crossing eliminations requested. |
| 5698 | | Douglas County. Umpqua Highway, completion between Scottsburg and Reedsport urged. |
| | | Scholfield River road, improvement requested; federal relief money proposed for financing. |
| 5699 | | Coos County. Improvements requested: |
| | | Oil county road from Marshfield to Englewood; |
| | | Reconstruct Oregon Coast Highway through Bunker Hill district; |
| | | Railroad grade elimination structure on Coos R. Sec. Hwy.; |
| | | Improve Coos River Sec. Hwy. from Marshfield to Allegany. |
| | | Clatsop and Tillamook Counties. Cannon Beach-Neahkahnie Mountain Section, completion requested; Clatsop County Court to resume payments if Arch Cape Tunnel Section is built. |
| 5700 | | Tillamook County. Statement as to resumption of payments under agreement. |
| | | Extension from end of completed portion of Oregon Coast Highway to Clatsop County line suggested by S. G. Reed. |
| | | Clatsop County. Connection from Wolf Creek Highway to Nehalem Secondary Highway (Elsie-Jewell) requested. |
| 5701 | | Tillamook County. Inquiry re allocation of federal relief money for county road construction. |
| | | Invitation to all-Tillamook County picnic on August 11. |
| | | The Dalles. Two railroad grade crossing eliminations requested. |
| | | Wasco County. County cooperation on county road projects to be financed with federal relief money discussed. |
| 5702 | | Jackson County. Pacific Highway; request for additional funds for reconstruction over Siskiyou Mountains and for resurfacing and elimination of bad turns through city of Ashland. |
| | | Wolf Creek Highway; completion of gap urged by delegation from Portland. |
| | | Portland delegation urging following projects: |
| | | Pave Vancouver Avenue between Columbia Blvd. and Union Ave. approach to Interstate Bridge; |
| | | Complete East Portland-Oregon City Highway to four lanes; |
| | | Construction proposed Foster Road Extension to Mt. Hood Highway; |
| | | Construction proposed Front Street arterial highway connection. |
| | | G. M. Vinton. Offer to advertise and publicize Oregon at San Diego Fair through motion pictures. |
| | | Cascade Locks. Messrs. Clodfelter protest order to remove gasoline pumps from sidewalk area; request for raising building denied. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5703 | July 25 | Malheur County. Projects requested: |
| | | Central Oregon Highway east from Juntura; |
| | | I.-O.-N. Highway between Rome and Jordan Valley; |
| | | Improvement of road west from Vale (Graham Boulevard) and designation as state highway; |
| | | Reconstruction and oiling Central Oregon Highway between Harper and Juntura; |
| | | Reconstruction and oiling John Day Highway from Jamieson to Brogan; |
| | | Eliminate dangerous curves on Old Oregon Trail near Dead Ox Flat. |
| | | Coos County. Cape Arago State Park; consent of L. J. Simpson to sale of timber from easterly 40-acre tract to Mr. Count. |
| 5704 | | Cape Arago Secondary Highway, continuation of survey requested by L. J. Simpson. |
| | | Columbia County. R. Rierson asking consideration of road from Apiary to Mist. |
| | | Marion County. County Judge present in regard to general county road matters. |
| | | Bonds. Bids opened on $3,000,000 par value. |
| 5710 | | Columbia County. Columbia River Highway improvement urged by delegation; improvement requested in Rainier; extension of oiling on Nehalem Highway urged. |
| | | Clackamas County. Pacific Highway, improvement between Oswego and West Linn requested; reconstruction of Portland-Oswego Section along river front asked. |
| | | Portland. Request of City Engineer for substitution of grade elimination project on E. 39th for three O.-W. R. & N. projects denied. |
| 5711 | | Alternate plan for relief moneys; agreement with Government signed. |
| | | Wage rates on federal aid and relief projects adopted. |
| | | Board deduction to be charged men on contract work. |
| | | Junction City-Eugene project; financing discussed. |
| | | Siskiyou project; financing discussed. |
| 5712 | | Oregon Coast Highway bridge revenue bonds; offer of Ladd & Bush accepted. |
| 5713 | | Repurchase from Government; approval requested. |
| 5715 | | Oregon Coast Highway bridge loan and grant agreement; application for amendment sent to Federal Emergency Administration of Public Works. |
| 5716 | | Gardiner Mill Company, agreement disposing of condemnation case involving right of way for north approach to bridge. |
| | | Oregon City. Discussion of alternate routes proposed for East Portland-Oregon City Highway; discussion of new highway from Portland to Aurora via Wilsonville. |
| | | Tentative program adopted for Regular Federal Aid, Highway Relief, Railroad Grade Separation, Federal Lands Highways. |
| 5722 | | Minutes of May 1 and 2 and May 15 approved. |
| | | Gardiner Mill Co., resolution re right of way ordered entered in minutes of May 15. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5722 | July 25 | La Grande Undercrossing Section; award considered; contractor consents to deferring of award. |
| | | Morrow County. County relieved of payment of $100 for old Rhea Creek bridge, Wasco-Heppner Secondary Highway, subject to certain conditions. |
| 5725 | | Port of Umpqua Commission. Request for reimbursement for cost of removing falsework at Umpqua R. bridge to allow passage of dredge denied. |
| | | Umatilla County. Collection of delinquent rentals from E. N. Boylen, concessionnaire at Sunset Inn, considered. |
| | | Salem Shops. Construction of storage building authorized. |
| | | Clatsop County. Offer of maintenance headquarters site in city of Astoria accepted by Commission. |
| 5724 | | Snow plows. Engineer authorized to purchase 20 push-type. |
| | | Collection attorney; employment authorized in cooperation with State Land Board, to collect fines imposed by Justices of Peace. |
| | | Jacksonville. Mining operations under city streets; Attorney's report and City Council's resolution discussed. |
| | | Siuslaw Highway. Engineer's report on unlawful cutting of large fir tree on right of way near Cheshire. |
| 5725 | | Flood protection projects along Lower Columbia River, notice received from War Dept. and ordered filed. |
| | | Harney County, Central Oregon Highway; matter of securing gravel from property of State Land Board. |
| | | West Side Pacific Highway, Middleton-Newberg Section. Cameron Service Station, moving discussed. Advertisement authorized for removal of all buildings within limits of proposed project. |
| 5726 | | Coos County, Coos Bay-Roseburg Highway. Construction of cattle pass requested by Wm. F. Kausen denied. |
| | | Douglas County. Complaints regarding sheep on Pacific Highway; Attorney to report. |
| | | Ashland. Ordinance providing for parallel parking on route of Pacific Highway. |
| | | Bradley Park. Replacement of light plant approved. |
| 5727 | | Signs on county roads at state highway intersections, control discussed; particular reference to road to Lakeside. |
| | | Klamath County. Offer of R. H. Wilson to purchase old loading platform at Sand Creek Patrol Station accepted. |
| | | Mt. Hood Highway. Request of Montaville Kiwanis Club for gravel from stock pile denied. |
| | | Deschutes County. Office space in court house, negotiations discontinued. |
| 5728 | | Linn County. Santiam Highway, bridge named "Samuel M. Garland Bridge." |
| | | Marion County. Champoeg Highway, federal relief funds allocated. |
| | | Columbia County. St. Helens-Vernonia Road, allocation of relief funds requested. |
| | | Clackamas County. Communication from Planning Board outlining projects for which they ask federal relief funds. |
| 5728 | July 25 | Communications ordered filed: |
| | | Ashland Chamber of Commerce, federal relief funds asked for Jackson County highway projects; |
| | | W. W. Evans, Halfway, requesting improvement of Baker-Halfway Section, Baker-Homestead Highway. |
| 5729 | | East Side Commercial Club, Portland, requesting funds to complete gap between Elsie and Sunset Camp; |
| | | Talent, petitions objecting to change in routing of Pacific Highway which will bypass town; |
| | | J. J. Keller, Mayor pro tem, Klamath Falls, urging undercrossing of S. P. tracks in Klamath Falls; |
| | | Senator John D. Goss urging allocation of funds for Coos County projects. |
| | | Columbia County. Nehalem Secondary Highway, petition for oiling through Birkenfeld. |
| | | Tillamook County. Wilson River Road, section easterly from Tillamook taken over as state highway for maintenance. |
| | | Crook County. Ochoco Highway, paving through Prineville requested. |
| 5730 | | Pendleton; hearing date set. |
| | | Enterprise; hearing date set. |
| | | Next meeting September 5. |
| | July 26 | Tourist traffic promotion; publicity at San Diego Exposition urged by Oregon State Motor Ass'n and Oregon Coast Hwy. Ass'n.; |
| 5731 | | discussed by Commission, expenditure authorized. |
| | | Routing traffic through cities; matter presented by Ray Conway. |
| | | Baker County. Endorsement of WPA project for improving road from Carson to Cornucopia mines requested by Cornucopia Mines Corporation; request denied. |
| 5732 | | Lane County. Siuslaw Highway, completion requested by delegation; investigation to be made. |
| | | Park matters: |
| | | Lane County. Purchase of property adjacent to Woahink Lake from Mrs. Alta Wilson authorized; |
| | | Marion County. Silver Falls State Park; purchase of tract to protect water supply authorized; |
| 5733 | | Curry County. State parks along Oregon Coast Highway; overnight parking, request for permission denied. |
| | | Lake County. Offer of A. L. Edgerton to sell pipe line at R. A. Booth state park declined. |
| | | Yachats State Park. Request for removal of sand for bridge construction denied. |
| | | Bonds. $3,000,000; resolution covering acceptance of bid. |
| 5742 | | Lane County. Petition for improvement of Alsea-Deadwood Secondary Highway denied. |
| | | Communications filed: |
| | | Letter from M. E. Barhan, Westport, requesting improvements from Westport to Clatsop Crest; |
| | | Letter from Alois Keber, Mt. Angel, re Woodburn-Mt. Angel-Silverton Highway; |

| Page | Date 1935 | Subject |
|---|---|---|
| 5742 | July 26 | Communications - continued<br>Letter from Cornelius O'Donovan, Portland, urging extension of Barbur Blvd. northerly.<br>Marion County. North Santiam Highway, resurfacing and oiling through Mill City requested.<br>Lincoln County. Siletz Sec. Hwy., oiling through Siletz asked.<br>Yamhill County. Rock Creek Road, petition from Sheridan and vicinity requesting construction.<br>Yachats State Park. Request from Yachats Booster Club for cooperation in improvements denied. |
| 5743 | | Mrs. Agnes E. Hines' offer to publicize Oregon at San Diego Fair declined.<br>Overwidth vehicles; letter from Supt. of State Police considered.<br>W. F. Macklin, Durkee. Claim for loss of dog killed in road oil denied.<br>Frank H. Troll, Grants Pass. Inquiry regarding rule of Commission with respect to construction of sidewalks on right of way and marquee construction.<br>Coos County. Permission granted Floyd Parry to truck logs over portion of Powers Sec. Hwy. on Saturday afternoons and Sundays through July and August. |
| 5744 | | Clatsop County. Crown Willamette Paper Co. given permission to truck logs over 1½-mi. section of Nehalem Sec. Hwy. during Saturday afternoons and Sundays.<br>Yamhill County. "Chehalem Skyway", reconsideration given to naming road; engineer to report whether secondary highway.<br>Lincoln County. Request of Lincoln County Regatta Ass'n for landing aircraft at Wecoma Beach denied.<br>Jefferson County. Request of Purl Lytle, Madras, to conduct lunch counter business adjacent to The Dalles-California Highway. Request denied.<br>Jackson County. Pacific Highway. Communications in re change of route through Talent<br>Communications:<br>Letter from Fred H. Peterson inre route for East Portland-Oregon City Highway;<br>Telegram from Dean Walker, Independence, urging completion of Brunk's Corner-Independence Sec. Highway<br>Date for next regular meeting set for September 5. List of projects authorized. |
| 5745 | | State-wide traffic count discussed. Decision deferred.<br>Agreements signed:<br>S.P. Company, right of way for Salem-Dallas Highway between Eola and West Salem;<br>U. S. Bureau of Public Roads, revising Forest Highway Program Letter dated Dec. 26, 1934;<br>County Court of Polk County, covering construction of bridge over Salt Creek on county road;<br>Multnomah County, covering reimbursement to Portland General Electric Company for moving and rebuilding pole line on Swift Secondary Highway. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5746 | July 26 | Milwaukie, requestthat State assume responsibility for beautification of state highway denied.<br>Clackamas County. Newman-Tarbell Company request permission to remove trees adjacent to highway at Oak Grove. Request partially granted.<br>Yamhill County. Maude Williamson property devised to State of Oregon as park site under supervision of Board of Control.<br>Lake County. Parks Committee of Lake County Chamber of Commerce request rest rooms along Fremont Highway |
| 5747 | | Curry County. Letter from A. C. Hough, Grants Pass, on behalf of client who desires to sell tidelands adjacent to Oregon Coast Highway.<br>Umatilla and Grant Counties. Engineer authorized to purchase right of way between Pendleton and Stanfield and for Valades Ranch-Flat Creek Section.<br>Washington County. G. L. McCutcheon requests Wilson River Highway be relocated so that his buildings will not be on the right of way. Matter referred to County Court. |
| 5748 | | Deschutes County. Deed to Stanley A. Brown conveying 4.77 acres in Redmond in exchange for similar tract from Mr. Brown.<br>Resolution covering acquisition of real property needed for right of way, quarry sites, et cetera |
| 5752 | | Purchase of recreational areas owned by the Government and now rented by the State considered.<br>Enegren Ferry service across Coos River discussed. Commission decides to contract this service. |
| 5753 | | Extensions of time:<br>Edlefsen-Weygandt Co., Portland-Milwaukie Section;<br>Northwest Roads Co., Coos Bay Bridge; |
| 5754 | | Frank Neave, Maintenance building in Roseburg<br>Jacobsen-Jensen Co., Portland-Washington County Line Section;<br>Sig Ash, Maintenance building at Pistol River; |
| 5755 | | Chas. H. Leonard, Necarney Creek Section;<br>Newport Construction Co., & Kern & Kibbe, furnishing crushed rock for Beaver Marsh Section;<br>Jacobsen-Jensen Co., 3rd Street-15th Street Unit of Corvallis Section;<br>Kern & Kibbe, 2nd Street-7th Street Unit of Forest Grove Section; |
| 5756 | | Barham Bros., Bridge over S.P. tracks at North Bend;<br>O. N. Pierce, Bridge over Rhea Creek.<br>Contracts completed and accepted:<br>South Unit, Portland-Milwaukie Section, Edlefsen-Weygandt Company; |
| 5757 | | Nigger Flat-Stinkingwater Mountain Section, Morrison-Knudsen Company;<br>Unit 2, McCallister Section, Edward F. Webber;<br>3rd Street-15th Street Unit, Corvallis Section, Jacobsen-Jensen Company; |

| Page | Date 1935 | Subject |
|---|---|---|
| 5757 | July 26 | Contracts completed - continued<br>10th St.,-Powder River Unit, United Contracting Company<br>Maintenance Patrol Building at Pistol River, Sig Ash<br>Two Bridges over Cedar Creek, J. F. Johnston<br>Raising and repairing shop building at Salem, O. N. Pierce & Co.<br>Crossing of S. P. Company's tracks at North Bend, Barham Bros. |
| 5759 | Aug. 2 | Umatilla County. Sign at Umatilla requested to direct Old Oregon Trail traffic.<br>Cold Springs Highway; resurfacing and oiling remaining portion requested; revision discussed.<br>Crook County. Ochoco Highway; location survey 7 miles easterly from Ochoco Dam authorized.<br>Polk County. Salem-Dallas Highway; S. P. Co. ordered to remove guy wires at Eola. |
| 5760 | | Clatsop County. Oregon Coast Highway; renewal of agreement with Brookfield Company for opening drawbridge across Skipanon River.<br>Tillamook County. Little Nestucca Secondary Highway; 2½-mile surfacing project authorized.<br>Oregon Roadside Council. Stenographic service; Highway Commission asked to sponsor W.P.A. project. |
| 5761 | | Advertisement for sale authorized:<br>Old tires and junk at Salem, La Grande and Klamath Falls shops; 7 old Liberty water tanks.<br>Automobiles and trucks; trade-in of old equipment on new authorized.<br>Douglas County. Umpqua Highway, guard fence and sight posts in vicinity of Scottsburg; expenditure authorized.<br>Multnomah County. Union Avenue approach to Interstate Bridge, installation of hub rail on guard fence; expenditure authorized.<br>Clackamas County. Mt. Hood Highway, additional parking space in vicinity of Government Camp; expenditure authorized.<br>W. J. Lichty. Permission to transport long piling between Bandon and Coquille requested.<br>O. L. Bowman. Application to haul long piling from Missouri Bend district to Philomath denied.<br>Raleigh Emerson, application to haul long piling from Willamina to junction of Amity-Bellevue Secondary Highway denied.<br>Raleigh Emerson, application to haul long piling from Bellevue to Dayton via Amity approved. |
| 5762 | | Rights of way. County Courts to be called into conference.<br>Douglas County. Umpqua River bridge at Reedsport; discussion of suggested amendment to application for modification of loan and grant agreement to cover construction of approaches.<br>Lane County. Maintenance of present Pacific Highway between Junction City and Eugene following construction of proposed new highway; Attorney to prepare resolution.<br>Connection of proposed new highway with Sixth Avenue, Eugene, to be financed with state money. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5763 | August 2 | Commissioner Washburne confirmed action of Commission at morning meeting. |
| 5764 | | Jackson County. Inquiry as to Commission's plans for expenditure of federal secondary moneys.<br>Josephine County. Williams Secondary Highway, resolution abandoning short section between Murphy and Provolt and turning back to county for maintenance. |
| 5766 | | Wallowa County. Enterprise-Flora Highway, petition urging construction north from town of Flora.<br>Wage rates on federal relief funds projects; report of conference with state and government officials of Oregon and Washington.<br>Wage rates adopted. |
| 5767 | | Pendleton and Enterprise; routings approved and dates for hearings confirmed.<br>Wheeler County. Fossil-Clarno Section, inquiry re plans for improvement and use of county cooperation.<br>Clatsop County. M. W. Gaither requesting lease of old Columbia River Highway right of way at John Day River crossing for boathouse moorage.<br>Wuori & Son, Astoria, request for permission to conduct fish business in portable fish hut near Youngs Bay bridge denied.<br>Benson Hotel; payment for rooms used for meetings.<br>Lane County. Attorney's report of negotiations with Barney Oldfield re claim for damages to property on McKenzie Highway. |
| 5768 | | Columbia County. Statistics transmitted in connection with previous request for allocation of funds.<br>Acquisition of real property for right of way, gravel pits, etc., resolution covering various highways. |
| 5771 | | Publicity and advertising activities; director to be employed.<br>Landscape architect to be employed.<br>Traffic count (state-wide), possibility of financing with federal relief funds discussed. |
| 5772 | | Lane County. Junction City-Eugene, proposed new highway discussed.<br>Extensions of time:<br>Theodore Arenz, McNary-Oak Point Section;<br>Haskin & Brooks Const. Co., Bolon Island Section;<br>Jacobsen-Jensen Company, Roseburg Section; |
| 5773 | | Oregon Contracting Company, Rickreall Creek-Coast Junction Unit;<br>F. J. Kernan, Cascade Locks Section;<br>D. L. Ashton, South Fork-Bummer Creek Section. |
| 5774 | | Contracts completed and accepted:<br>Ranger Station-Elsie Section, Fred H. Slate;<br>Pittsburg-Vernonia Section, A. T. Dolan;<br>Second Street-Seventh Street Unit, Tualatin Valley Highway, Forest Grove, Kern & Kibbe; |

| Page | Date 1935 | Subject |
|---|---|---|
| 5774 | August 2 | Contracts completed and accepted - cont'd<br>Redmond Section, Kern & Kibbe;<br>Curry County Rock Production Project, A. S. Wallace. |
| 5775 | August 14 | Minutes of June 5 and June 25 approved.<br>Bridge revenue bonds; vouchers executed to cover purchase of $2,000,000 heretofore sold to Government. |
| 5776 | | Storey, Thorndike, Palmer and Dodge requested to reduce amount of charge for examination of papers and proceedings in bond issue.<br>Lane County. Barney Oldfield damage claim; attorney's report approved.<br>W. J. Lichty. Application for permission to transport long piling over Coast Highway near Bandon denied. |
| 5777 | | Marion County. Modification of project agreement for Mill City-Gates Section signed; encroachment on S. P. right of way.<br>Jamieson Parker, chairman Public Works Committee of State Planning Board; letter requesting facilities of Highway Dept. in making preliminary studies of highway development in Salem.<br>Polk County Court. Sale of old water tank approved.<br>Grande Ronde Pine Company, offer to purchase old water tank declined.<br>Marion County. Old steel bridge over Pudding River east of Woodburn turned over to county. |
| 5778 | | Pearl Gard. Claim for damage to automobile denied (running into fallen snag on McKenzie Highway).<br>Malheur County. Request of Tub Mountain Grazing Ass'n for fences denied.<br>Yamhill County. "Chehalem Skyway", name requested by Newberg Chamber of Commerce; county road. |
| 5779 | | Curry County. J. R. Thompson Logging Co., permission granted to truck logs over California Line-Harbor Section during Saturday afternoons and Sundays.<br>Umatilla County. Sunset Inn State Park, Attorney reports receipt of rental from E. N. Boylen.<br>Salmon River Highway. Attorney's report on acquisition of additional land for right of way and timber preservation; continuation of negotiations with Miami Timber Co. ordered. |
| 5780 | | Timber tracts; Engineer authorized to make investigation throughout state for addition to state park system.<br>Corvallis. Attorney's report on status of Commission's request for vacation of portion of alley through Block "A" of Avery's Addition.<br>Jackson County, Pacific Highway, abandonment of old route between Central Point and Medford; Attorney's opinion; |
| 5781 | | Resolution covering abandonment of Central Point-Medford Sec. |
| 5783 | | Little Butte Secondary Highway; petition for oiling between Eagle Point and Lake Creek denied.<br>Clackamas County. Secondary Highway No. 160, petition for oiling from Jack's Bridge to point near Liberal denied. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5783 | August 14 | Oregon City. East Portland-Oregon City Highway, objection to Water Street route; hearing to be held on September 26. |
| 5784 | | Homer G. Johnson. Kamela-Hilgard Section, release of final payment discussed.<br>LaGrande undercrossing project; Attorney's report on status; Engineer authorized to award contract. |
| 5785 | | Florence City Council. Request Commission to prohibit selling and peddling on ferry slips; no jurisdiction.<br>Portland. Extension of N.E. Alberta Street to Columbia River Highway requested.<br>Klamath County. Dairy-Bonanza Highway, immediate repair and oiling urged by Grange.<br>Deschutes County. Construction of road westerly from Bend to recreational area on Tumalo Creek requested.<br>Branch Agricultural Experiment Stations, improvement of roadways requested. |
| 5786 | | Columbia River Highway and Old Oregon Trail junction; direction sign to be erected at Umatilla.<br>Lincoln County. Expenditure of state funds on road to Devil's Punch Bowl State Park authorized. |
| 5787 | | J. B. Bailey, Forest Grove. Claim for reimbursement for loss because of highway construction in front of place of business.<br>California-Oregon Power Company requesting elimination of clause in permit for power wires across Klamath Falls-Lakeview Highway near Olene.<br>Umatilla County. WPA road project Milton to Weston-Elgin Secondary Highway; State to prepare plans.<br>Projects approved and authorized for advertisement; list. |
| 5788 | | Tentative schedule for future lettings; advertisement authorized. |
| 5789 | | Dates set for meetings: September 5, October 4, 31, November 27, January 2.<br>Recreational areas leased from Government; list referred to Engineer for investigation and recommendation. |
| 5790 | | Acquisition of real property for right of way, quarries, etc., resolution covering various highways. |
| 5793 | | Extensions of time:<br>E. C. Hall, East Rainier Section;<br>Joplin & Eldon, bridge over Columbia Slough;<br>Edlefsen-Weygandt Co., Florida Avenue-Erie Avenue Unit, Astoria Section.<br>Contracts completed and accepted: |
| 5794 | | Ontario Section, Chester T. Lackey;<br>Lower Sheep Creek Section, G. I. Stebbins Construction Co.,<br>South Fork-Bummer Creek Section, D. L. Ashton;<br>Beaver Marsh Section, Newport Construction Company and Kern and Kibbe;<br>White Rock-Lakeview Section and Fremont Junction Section, Dunn & Baker;<br>East Rainier Section, E. C. Hall;<br>Range St.-5th St. Unit, Hillsboro, Kern & Kibbe;<br>Roseburg Section, Jacobsen-Jensen Company. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5795 | August 15 | Wasco County. Conference with County Court re acquisition of right of way. |
| 5796 | | Big Eddy grade separation project discussed with County Court. |
| | | Proposed secondary highway up Mill Creek, Commission asked to allocate federal relief moneys. |
| | | Tygh Valley-Sherars Secondary Highway; project ordered prepared for advertising. |
| 5797 | | Dufur-Mt. Hood Highway connection; County Court to furnish survey data, plans and estimates. |
| | | Baker County. Conference with County Court re acquisition of right of way. |
| | | Consideration of road down Snake River from Robinette to Homestead requested by County. |
| | | Improvement of highway from Halfway to Homestead requested. |
| 5798 | | Wallowa County. Conference with County Court re acquisition of right of way. |
| | | Wheeler County. Conference with County Court re acquisition of right of way. |
| | | Fossil-Antelope Secondary Highway, Fossil-Clarno Section; construction requested; County cooperation accepted. |
| 5799 | | Ochoco and John Day Highways, inquiry re time of improvement. |
| | | Umatilla County. Conference with County Court re acquisition of right of way. |
| | | Road down Juniper Canyon from Holdman toward Wallula; allocation of funds requested. |
| 5800 | | Deschutes County. Conference with County Court re acquisition of right of way. |
| | | Bend-Redmond Section, inquiry concerning plans for completion. |
| | | Designation of secondary highway westerly from Bend up Tumalo Creek requested; reconnaissance authorized. |
| | | Division Engineer's office; present quarters to be retained pending completion of purchase by County of old school building to be used for court house. |
| 5801 | | Crook County. Conference with County Court re acquisition of right of way. |
| | | Ochoco Highway, removal of telephone poles from section to be reconstructed, question brought up by County Judge. |
| | | Allocation of additional federal moneys requested. |
| | | Continuation of survey from Ochoco Dam to Marks Creek requested; previously authorized. |
| | | Jackson County. Conference with County Court re acquisition of right of way. |
| 5802 | | Commission asked to repair old highway between Central Point and Medford before turning road back to county; joint inspection to be made by engineers. |
| | | Little Butte Secondary Highway, construction urged. |
| 5803 | | Clatsop County. Conference with County Court re acquisition of right of way. |
| | | Neahkahnie Mountain-Arch Cape Tunnel Section; advertisement authorized. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5803 | August 15 | Lane County. Conference with County Court re acquisition of right of way. |
| | | Springfield-Cottage Grove Secondary Highway, revision approved; resolution abandoning section and substituting another. |
| 5806 | | Junction City-Eugene project (Prairie Road), designation as secondary highway discussed. |
| | | Route F Road, additional funds available for construction, county funds required. |
| | | Siuslaw Highway. Improvement from Rainrock east requested. |
| 5807 | | Marion County. Conference with County Court re acquisition of right of way. |
| | | Wilsonville-Champoeg project proposed with federal relief funds; joint inspection of road to be made. |
| | | Salem-Silverton road; designation as secondary highway, request denied. |
| 5808 | | Kathryn L. Gunnell; motion pictures of Oregon scenes. |
| | | Coos County. Powers Secondary Highway, oiling requested. |
| | | Orino, Birkemeier & Saremal; agreement re use of materials from state quarry 2 mi. west of Bonneville for railroad-highway contract at Eagle Creek (U.S. Engineers). |
| | | Washington County. Conference with County Court re acquisition of right of way. |
| 5809 | | County asked about ability to match federal funds for construction on county roads; Gales Creek road suggested by county. |
| | | Jefferson County. Conference with County Court re acquisition of right of way. |
| 5810 | | Warm Spring Highway; inquiry as to route through Madras. |
| | | Mrs. Agnes Hines. Motion pictures of Oregon scenes exhibited. |
| | | Greater Willamette Valley Association requesting financial assistance from State Highway Commission. |
| | | Wilfred Hagedorn; offer to manage publicity activities. |
| | | Columbia County. Conference with County Court re acquisition of right of way. |
| 5811 | | County asked about ability to match federal funds for construction on county roads. |
| | | Clackamas County. Conference with County Court re acquisition of right of way. |
| | | Right of way condemnation necessitated by railroad alignment change at Canemah; discussion with County Court. |
| | | Foster Road extension urged; reconnaissance surveys of Powell Valley and Foster Roads authorized. |
| 5812 | | Portland. Front Street and Foot Hills Boulevard; improvement under 1935 law urged by Metropolitan Association, Inc. |
| 5814 | | McKenzie Highway. Summit Section resurfacing considered. |
| | | Right of way condemnation authorized; |
| | | Prineville-Ochoco Dam Section, Harry Lanius and C. J. Johnson; |
| | | Rock Creek-Wallowa Section, Roy Schaeffer; |
| 5816 | | Redmond-Bend Section, H. C. Tietje; |

| Page | Date 1935 | Subject |
|---|---|---|
| 5816 | August 15 | Right of way condemnations authorized: (cont'd)<br>Rock Creek-Wallowa Section, F. H. Brownlee and Bowman-Hicks Lumber Company;<br>Chimney Creek-Juntura Section, Dean Goodman and L. P. Delsole;<br>Canby-New Era Section, Rakel Estate. |
| 5817 | | Agreement signed:<br>H. M. Counts; sale of certain timber in Cape Arago State Park. |
| 5818 | Sept. 5 | Proposals received:<br>Milwaukie-Oregon City Section, paving;<br>Bridge over Molalla River, remodel and widen; |
| 5819 | | Prineville-Ochoco Dam Section, regrading, surfacing;<br>Smith River bridge, roadway and sidewalk;<br>Nigger Flat Section, grading;<br>Klamath River bridge and overcrossing 3 mi. south of Klamath Falls; |
| 5820 | | Horse Ranch-Silver Lake Section; surfacing and oiling;<br>Chimney Creek-Juntura Section, grading;<br>Salem Shops, addition to frame storage building;<br>West Portland-Washington County Line Section, paving; |
| 5821 | | Brooks-Jordan Creek Section, grading;<br>Meda Quarry-Upper Yach Bridge Section, rock surfacing;<br>Coos River ferry service (Enegren Ferry);<br>State Hospital-Ash Street, Pendleton, landscaping project; |
| 5823 | | Sale of used trucks at Salem; |
| 5825 | | Sale of scrap tires and batteries stored at Salem;<br>Sale of scrap tires and batteries stored at Klamath Falls; |
| 5826 | | Sale of used trucks, tractors and other equipment at La Grande; |
| 5827 | | Sale of scrap metal, tires and batteries stored at La Grande. |
| 5828 | | Wilson River Highway. W.P.A. project proposed by City of Portland; resolution adopted by Commission. |
| | | Wolf Creek Highway. W.P.A. project discussed. Report to be rendered later. |
| 5829 | | Jackson County, Pacific Highway. Requests for additional improvements by Jackson County Chamber of Commerce and Oregon Pacific Highway Association. No action taken. |
| | | Champoeg Pioneer Park Commission, also representatives of Sons and Daughters of Oregon Pioneers, requesting good road into Champoeg Park. No action taken. |
| | | Josephine County Court, re surfacing and oiling of Williams Secondary Highway No. 261 between Provolt and Haberman Ranch. Petition presented urging completion of this road. |
| 5830 | | Josephine County Court. Conference re acquisition of right of way. |
| | | Salmon River Highway. Delegation present regarding preservation of natural scenery. |
| 5831 | | Tillamook County. Little Nestucca Secondary Highway, completion urged.<br>Boyer-Dolph cutoff, construction requested. |
| | | Malheur County. Conference with County Court re acquisition of right of way. |

| Page | Date 1935 | Subject |
|---|---|---|
| 5831 | Sept. 5 | Gilliam County. Wasco-Heppner Sec. State Highway, delegation urging improvement between Condon and Heppner. |
| 5832 | | Wheeler County. John Day Highway, surfacing and oiling from Fossil to Kinzua Junction requested.<br>Grant County. John Day Highway, surfacing and oiling between Ochoco Junction and Kimberly requested.<br>Gilliam County. Conference with County Court re acquisition of right of way.<br>Hood River County. Mrs. Silva requesting improvements to property in Cascade Locks alleged to be necessary because of reconstruction of highway. |
| | | Awards announced: |
| 5833 | | Milwaukie-Oregon City Section, paving;<br>Molalla River bridge, remodel and widen;<br>Prineville-Ochoco Dam Section, regrading, surfacing and oil mat surface treatment;<br>Smith River bridge;<br>Nigger Flat Section, grading;<br>Bridge over Klamath River and G. N. Rr. Co. tracks 3 mi. south of Klamath Falls; |
| 5834 | | Horse Ranch-Silver Lake Section, gravel surfacing and oiling;<br>Chimney Creek-Juntura Section, grading;<br>Addition to frame storage building at state highway shops in Salem;<br>West Portland-Washington County Line Section, paving;<br>Brooks-Jordan Creek Section, grading;<br>Meda Quarry-Upper Yach Bridge Section, rock surfacing;<br>Furnish ferry service across Coos River at Enegren Ferry; |
| 5835 | | Furnish trees, shrubs and other nursery stock for State Hospital-Ash Street Landscaping Project;<br>Sale of six used Liberty 3-ton trucks stored at Salem;<br>Sale of scrap tires, tubes and batteries stored at Salem;<br>Sale of scrap tires and batteries stored at Klamath Falls;<br>Sale of used trucks, tractors and other used equipment stored at LaGrande; |
| 5836 | | Sale of scrap metal, tires, tubes and batteries located at La Grande. |
| | | Hood River County. Cascade Locks, request for oiling of shoulders denied. |
| | | Coos County. Proposed park site at Golden and Silver Falls; proposition of Butler Bros. Timber Co. to be investigated. |
| 5837 | | Multnomah County. Delegation requesting improvement of Powell Valley Road. |
| | | Jefferson County. Warm Springs Highway, County Judge present regarding routing to and through Madras; route adopted. |
| 5838 | | Douglas County. Pacific Highway, Commission asked to authorize survey for rerouting through Roseburg.<br>Territorial Sec. Hwy., petitions from Lane County residents asking Commission to extend Territorial Sec. Hwy. No. 200 |

| Page | Date 1935 | Subject |
|---|---|---|
| 5838 | Sept. 5 | Douglas County. Conference regarding acquisition of right of way |
| 5839 | | J. L. Rettig. Requesting permission to truck logs over Columbia River Highway from Mosier to The Dalles |
| | | Tillamook County. Request designation as a secondary highway of county road extending from Coast Highway, at Wheeler, to Manzanita Jct. Commission to maintain as detour road. |
| 5840 | | Conference regarding acquisition of rights of way |
| | | Mountain States Power Company. R. R. Chrichton, engineer, requests permission to cross West Side Pacific Highway south of Monmouth. Request granted. |
| 5841 | Sept. 6 | Bridge Revenue Bonds. Attorney reports disposition of $2,000,000 worth repurchased from Federal Government. |
| | | United States National Bank of Portland requests authority to withdraw a portion of bridge fund securities. |
| | | Storey, Thorndike, Palmer and Dodge submit bill for $1,000 for examination of bond sale proceedings. Payment approved. |
| 5842 | | Confirmation of award: |
| | | La Grande Undercrossing, Union County, awarded to Hoffman Construction Company on August 19, 1935 |
| | | East Portland-Oregon City Highway. Route through Oregon City discussed. No action taken. |
| | | Lake County Court. Conference regarding acquisition of right of way. |
| | | County Court requests improvement of Fremont Highway north from Lakeview to Paisley. Commission authorizes survey from 8 miles north of Lakeview to Valley Falls. |
| | | Camas Prairie Section of Lakeview-Adel Secondary Highway discussed. Survey authorized. |
| 5843 | | Sherman County. Conference with County Court in regard to acquisition of rights of way. |
| | | Reconstruction and oiling of south end of Sherman Highway discussed. No action taken |
| | | County requests traffic stripe on Sherman Highway. |
| | | Stripe-painting machine - purchase authorized. |
| 5844 | | Stripe-painting crew. Engineer requests authority to work men 48 hours per week. Request granted |
| | | Sherman County. Improvement of Sherar's Bridge Sec. Highway requested. No action taken |
| | | Yamhill County. Conference with County Court regarding acquisition of rights of way. |
| | | Chairman Cabell inquires if County can contribute money to match Federal relief funds. County to consider this in 1936 budget |
| | | Grant County. Conference with County Court in regard to acquisition of rights of way |
| 5845 | | County Commissioner requests bridge over North Fork of John Day River, in Monument. Matter to be discussed in Canyon City on Sept. 13. |
| | | Request for improvement of county road from Austin, through Susanville, to connection with Pendleton-John Day Highway |

| Page | Date 1935 | Subject |
|---|---|---|
| 5845 | Sept. 6 | Linn County. Conference with County Court regarding acquisition of rights of way. |
| 5846 | | County's cooperation on county road construction discussed. County to report decision later. |
| | | Lane County. Request Commission to maintain two sections of Willamette Hwy. Request approved. |
| | | Location surveys authorized on above sections. |
| | | Survey of Route "F" west from Eugene authorized |
| 5847 | | County contribution on Route "F" discussed. |
| | | Wolf Creek Highway. L. G. Apperson inquires if W.P.A. project possible between Washington County line and Sunset Camp, Engineer to prepare plans of section east from Sunset Camp for use of Mr. Apperson. |
| 5848 | | Multnomah County. Conference with County Court regarding acquisition of rights of way. |
| | | Right of way in connection with railroad grade crossing elimination projects in Portland discussed. County Commissioners to contact railroad company in regard thereto. |
| | | Barr Road Crossing to be inspected at 3:00 p. m. |
| | | Denver Avenue improvement, in Portland, discussed. |
| | | Grant F. Thuemmel, Portland, offered services as manager of Tourist and Information Bureau. |
| | | Communications: |
| | | Franklin J. Miller and H. Zimmerman, Halsey, urge improvement of Pacific Highway between Tangent and Halsey. Survey authorized. |
| 5849 | | Labor requirements in connection with Federal relief projects presented by W. H. Lynch. |
| | | W. H. Lynch requests Commission to recommend location survey on Forest Highway Section of Klamath Lake Secondary Highway. Commission so recommends - no state funds involved. |
| | | Servicing of cars within highway rights of way discussed, also erection of buildings close to highway. Attorney to |
| 5850 | | draw up resolution for consideration at next meeting |
| | | B. F. Kennedy, West Linn, requests permission to remove three small trees in front of his property. |
| | | National Guard members. Commission approves full pay to those attending annual encampment. |
| | | Gilbert E. Gable, Port Orford, requests road from Coast Highway at docks at Port Orford. Survey authorized |
| | | M. W. Gaither, Astoria,. Request to moor boathouse at the John Day River crossing, near Astoria, denied. Attorney to prepare resolution turning jurisdiction of road over to County. |
| 5851 | | Registering Highway Department mail. Commission decides to continue practice. Letter of C. A. Staver. |
| | | Vouchers. Commission decides to turn over to the Secretary of State vouchers ten years old, or more. |
| | | Lily C. Balten, Hattiesburg, Miss., desires to purchase property in Aurora owned by State. Sale approved |

| Page | Date 1935 | Subject |
|---|---|---|
| 5851 | Sept. 6 | Maude Williamson property in Yamhill County. State takes it over as State Park. |
| 5852 | | Title examination. Oregon Title Association objects to State Highway Commission Attorneys examining Department titles. |
| | | H. C. Hough, Grants Pass, offers to sell 48.4 acres of tide lands in Curry County for park purposes. Action deferred. |
| 5853 | | Multnomah County. Abandonment of portion of West Side Pacific Highway in vicinity of Bertha. Resolution adopted. |
| 5856 | | Polk County. Abandonment of Buell-Wallace Bridge Section of Dallas-Coast Secondary Highway. Resolution adopted. |
| 5857 | | Eugene City Planning Commission submit petition in regard to elimination of railroad grade crossings in Eugene. |
| 5858 | | Communications: |
| | | Letter from North Bank Highway Stage Company requesting improvement of Pacific Highway from intersection of Union and Denver Avenues to south end of Interstate Bridge. No action. |
| | | County Engineer of Lane County submits letter requesting overhead crossing at Oakridge. Request denied |
| | | Poe Valley Grange No. 710, Klamath County, request road from Klamath River Bridge to Midland Market Road. Request denied. |
| | | M. & V. Brown, Lebanon, urge improvement of market road extending from Lebanon to Corvallis, via Tangent. |
| | | Petition from residents of Scio, Linn County, requesting discontinuance of sweeping operations on roads around Scio. |
| | | Mrs. Agnes E. Hines, Forest Grove, requests decision of Commission in regard to her offer to advertise Oregon through her colored motion pictures. |
| | | The Dalles Chamber of Commerce - regarding trucking logs between Mosier and The Dalles; also letter from P.U.C. requesting recommendation on applications for such privilege. |
| 5859 | | Stoddard Lumber Company, Baker, inquire if Commission will permit log hauling between Sumpter & Baker. |
| | | Wm. H. McNeal, The Dalles, transmits statement showing miles of improved and unimproved dirt roads in each county. |
| | | E. J. Griffith, State Administrator, W.P.A., requests appointment of wood block artist. Appointment denied. |
| | | Building Trades Council, Portland request Commission to specify Oregon labor and materials in connection with construction of snowplows recently ordered. |
| | | Acquisition of property needed for various highway improvements; resolution adopted. |
| 5862 | | Salmon River Highway. Attorney's report on prices asked. Commission orders discontinuance of negotiations for purchase. |
| | | Extensions of time: |
| | | Grande Ronde River Bridge on Wallowa Lake Hwy., R. F. Nichol |
| | | Jericho Lane Section, Babler Bros. |
| 5863 | | Necarney Creek Section, Charles H. Leonard |
| | | Golden Avenue-Johnson Avenue Unit, Marshfield Section, R. I. Stewart & Sons |

| Page | Date 1935 | Subject |
|---|---|---|
| 5863 | Sept. 6 | Contracts completed and accepted: |
| | | Swift Section, Swift Secondary Highway, Parker-Schram Company. |
| | | Blue Mountain Pass Section, O. N. Pierce and M. L. O'Neil |
| | | McNary-Oak Point Section, Theo. Arenz |
| | | Clinton Street-Foster Road Section, Kern & Kibbe |
| | | Bridge over Columbia Slough, Joplin & Eldon |
| | | Florence Ave.-Erie Ave. Unit, Edlefsen-Weygandt Company |
| | | Necarney Creek Section, Charles H. Leonard |
| | | Newberg-Chehalem Creek Section, Edlefsen-Weygandt Company |
| | | Salem-Pringle Creek Section, J. C. Compton |
| | | Malloy Ranch-Idaho State Line Sec., Morrison-Knudsen Co. |
| | | Ash Street-Jefferson Street Unit of Fourth Ave., Portland, Parker-Schram Company |
| | | Siskiyou Summit-State Line Section, A. S. Wallace |
| 5865 | | Lincoln County. Conference with County Court in regard to acquisition of rights of way. |
| 5866 | | Siletz Valley Grange No. 558 requests relocation of Siletz Secondary Highway. No action taken |
| | | County Court requests allotment for improvement of Eddyville-Blodgett Sec. Hwy. |
| | | Preservation of timber along Salmon River Highway urged by County. |
| | | Acquisition of park site between Euchre Creek and Maury's Landing on Siletz Secondary Hwy. discussed. |
| 5867 | | "On to Oregon", Inc., represented by Raymond Wilcox, J. A. Laing & Don Sterling, conferred with Commission in regard to cooperative arrangement for advertising Oregon. |
| | | Fence construction standards discussed. Designs to be prepared. |
| | | Northwest Roads Company request acceptance of Unit A of the Coos Bay Bridge. Commission accepts unit, conditionally. |
| 5869 | | Lane County. Attorney reports difficulty in connection with moving buildings on Junction City-Eugene Secondary Hwy. |
| | | House moving projects to be advertised for bids hereafter. |
| | Sept. 9 | Pendleton. Hearing in regard to rerouting eastern entrance of Old Oregon Trail into Pendleton. |
| 5873 | Sept. 10 | Enterprise. Hearing in regard to rerouting Wallowa Lake Highway through Enterprise. |
| 5875 | Sept. 11 | Baker. Meeting with Baker County Sheriff, County Judge, et al, regarding various matters: |
| | | Henry McKenney, County Sheriff, and delegation, requested improvement of Baker-Homestead Highway. |
| | | W. C. Williams to inspect and report |
| 5877 | | C. C. Ketchum of U. S. Reclamation Service, regarding relocation of 3½-mile section of Baker-Unity Highway. Commission authorizes survey for relocation |
| | | Sheriff McKenney requests improvement to Sumpter Valley Secondary, Medical Springs Secondary, Old Oregon Trail, Baker-Unity Highway, and reconstruction of Haines-Union and Baker-Huntington Sections of Old Oregon Trail |

| Date | Page | Subject |
|---|---|---|
| | 1935 | |
| | 5878 Sept. 11 | Baker (continued)<br>Pine Valley Section of Baker-Homestead Highway discussed with relation to construction of entirely new highway along Snake River from Robinette to Homestead<br>Judge Baird requests improvements to Gales-Tunnel Section, Haines-North Powder Section; elimination of railroad grade crossing in Haines, and relocate Baker-Homestead Highway between Baker and Ruckles Creek. Also, improve Medical Springs and Sumpter Valley Secondary Highways. |
| | 5879 | Stoddard Lumber Company requests permission to truck logs over Sumpter Valley and Baker-Unity Highways.<br>Sumpter Valley Pine Company also request permission to truck logs over these roads. Investigation ordered. |
| | Sept. 11 | La Grande. Conference with Roads and Highways Committee of La Grande Commercial Club. |
| | 5882 Sept. 13 | Canyon City. Conference with County Court of Grant County in regard to construction of new bridge over North Fork of John Day River in Monument. |



Portland, Oregon, April 4, 1935

The State Highway Commission met in special session at 3:30 o'clock p. m. in the Rose Room of the Benson Hotel. Present were:

Henry F. Cabell, Commissioner
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Aldrich introduced Mr. Henry F. Cabell, Portland, the newly appointed State Highway Commissioner who succeeds Mr. Leslie M. Scott, former member and chairman.

The first order of business was the election of a chairman of the Commission. Motion was made by Commissioner Aldrich that Commissioner Cabell be elected as chairman of the Commission. The motion was duly seconded by Commissioner Washburne and was declared carried.

A delegation from Umatilla County appeared before the Commission with regard to several highway matters in Umatilla County. Composing the delegation were the following: County Judge Clive Cheshire, County Commissioners J. O. Hales and Wm. Meiners; A. L. Powers, President of Pendleton Chamber of Commerce and Vice President of the Pendleton Branch of The United States National Bank, Portland, and Roy Ritner, all of Pendleton.

Judge Cheshire headed the group and introduced Mr. Powers who thereupon urged the Commission to consider seriously, in the formulation of its next construction program, an allocation of funds for the construction of the proposed revision of the Old Oregon Trail between Pendleton in Umatilla County and Boardman in Morrow County, particularly the section between Pendleton and Stanfield. He stated that in order to preserve the importance and the status of the Old Oregon Trail in competition with other roads in Eastern Oregon, particularly the I-O-N Highway across Malheur County when that road is completed, the Commission should seriously consider additional improvements to this road; otherwise, it would lose its importance as a trade artery from Eastern points. He gave as his understanding that surveys for reconstruction between Pendleton and Boardman have already been completed which will eliminate 285 curves in the present highway and will shorten the distance between Pendleton and Stanfield about seven miles and between Stanfield and Boardman about nine miles. He pointed out that if the proposed Columbia River Dam at Umatilla Rapids materializes, increased travel over the Old Oregon Trail can be expected which will emphasize the need of a modernized highway. He also asked the Commission to eliminate the existing highway-railroad grade crossing at Hermiston by a change in location and advised that the County Court of Umatilla County is ready and willing to lend its assistance in obtaining the right of way for both projects.

Judge Cheshire confirmed Mr. Powers' statements and added that the

County Court will be glad to do what it can to help buy the right of way but on account of lack of funds is not in a position to assist materially in a financial way. In support of their request for the elimination of the railroad grade crossing at Hermiston, he pointed out that this project is essential because the present grade crossing is a traffic hazard and will be rendered much more so by the increased travel from Pendleton if the Umatilla Rapids Dam is built.

In response to the inquiry of Chairman Cabell, the Attorney advised that the Commission will encounter no legal difficulties in connection with either project proposed by the delegation. With regard to the Pendleton-Stanfield project he advised that the present highway, which would be abandoned by reason of the revision, could be designated and maintained by the State as a secondary state highway or could be turned back to the County. Judge Cheshire stated that the County would be glad to assume the responsibility for the maintenance of the old road.

Chairman Cabell then inquired whether there would be any opposition to the proposed improvements. He was informed by Judge Cheshire that there is no opposition whatever to the improvement between Pendleton and Stanfield, but there might be a little opposition to the proposed change west of Stanfield.

The Engineer inquired which highway projects in Umatilla County are considered of primary importance to the County. Judge Cheshire stated that the Pendleton-Stanfield revision and the Hermiston railroad crossing elimination projects should be given preference.

Chairman Cabell concluded the hearing by stating that the Commission will be pleased to consider these projects when allocating future monies but cannot make definite commitments at this time.

The Commission discussed the matter of filing with the Federal Emergency Administration of the Public Works an application for an amendment to the loan and grant agreement covering the Coast Highway bridge construction providing for the reallocation of the loan monies mentioned in said agreement for use as a grant for the construction of a water grade highway up the Columbia River Highway from Troutdale to Cascade Locks. The following resolution authorizing the Commission to sign such application was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Mr. Aldrich:

WHEREAS, this Commission has heretofore, under the authority of Chapter 9, Oregon Laws, 1933, Second Special Session, entered into a Loan and Grant Agreement with the United States of America by which there was made available for the construction of the five Oregon Coast Highway bridges $5,602,000, of which amount approximately $1,402,000 was provided as a grant and $4,200,000 as a loan; and

WHEREAS, said Chapter 9 and said Loan and Grant Agreement





provide that said bridges shall be operated as toll bridges and the revenues derived therefrom shall be used to pay the said interest on and principal of the said loan; and

WHEREAS, under the authority of Chapter 297, Oregon Laws, 1935, the Highway Commission is permitted to operate said bridges free of tolls and is further authorized to pay in whole or in part the said loan out of any highway revenues subject to the control of the Highway Commission; and

WHEREAS, for the purpose of making possible the operation of said bridges free of tolls and payment of the said debt out of highway revenues under the control of the Highway Commission this Commission authorized and directed its Attorney to prepare an application calling for appropriate amendments to said Loan and Grant Agreement, and likewise an application to the Federal Government for an allocation of $4,200,000 for the construction of the Troutdale-Cascade Locks Section of the Columbia River Highway; and

WHEREAS, it appears that said application has been prepared and is now before this Commission for approval and execution; and

WHEREAS, it appears that said application conforms to the provisions of said statute and the purpose of this Commission, and, therefore, should be approved and executed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED and this Commission does order that the said application be approved and executed by the members of the Commission, and the Attorney is authorized and directed to file the same with the Public Works Administration through the proper channels and take such other steps as may be necessary to carry the said application through to final determination.

The Commission had under discussion the matter of raising the rate of pay of some of the highway department employes who are employed on the Oregon Coast Highway bridge construction work in order to meet the requirements of the Public Works Administration. The Engineer explained that the Federal Division of Investigations alleges that the Commission is in default with regard to the salaries of these men in that deductions for compensation insurance and medical aid, amounting to $0.01 per day, are being made contrary to the regulations of the Public Works Administration which provide that after deductions are made "the wage rates shall not be lower than the minimum wage rates * * * established" whereas the salaries paid to these employes before the deductions are made, are the minimum salaries authorized for the class of work that they are performing. He further stated that there are only eight employes affected and that an expenditure of not more than $2.50 per month is involved. He recommended that, in view of the small extra cost, the salaries of these men be increased $0.01 per day in order to

avoid any complications with the Public Works Administration and the Division of Investigations and requested authority to take the matter up with the State Board of Control. After some discussion, motion was made by Commissioner Washburne that the Engineer's recommendation be approved and that his request be granted. Motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by unanimous vote. The Engineer was instructed to take whatever steps are necessary to secure this increase in wages.

A letter was presented from W. H. Lynch, District Engineer, Bureau of Public Roads, regarding the Commission's request for the transfer of $85,000 of federal funds from the amount previously set up for the proposed Seventeenth Street-Ross Island Bridge project, Portland, to the Eighty-second Avenue, Portland, project in which he asked for a statement as to whether or not the Commission has authority to purchase right of way for the project from which it is proposed to transfer the funds and the reasons for not obtaining the right of way in the event the Commission has such authority. The Engineer advised that the right of way for the Seventeenth Street-Ross Island Bridge project is estimated to cost $150,000 which the City of Portland agreed to pay but could not do because the people voted down a bond issue for such purpose; hence, it was necessary to eliminate this project from the construction program. He further advised that federal funds cannot be used for the purchase of right of way and the former Commission refused to expend state funds for right of way for this job because it would establish a precedent for buying right of way within the corporate limits of cities and towns. Chairman Cabell requested further time to study this matter before adopting a general policy with regard thereto; however, he approved the writing of a letter to the Bureau of Public Roads in regard to the right of way for the Seventeenth Street-Ross Island Bridge project setting out that the Commission is not disposed to buy this right of way at this time with state funds. Commissioners Aldrich and Washburne concurred.

The Commission had under discussion the matter of award of the contract for the construction of the Ash Street-Jefferson Street Unit, Fourth Avenue, Portland Section of the West Side Pacific Highway in Multnomah County for which bids were received on March 28, the award of the contract being deferred at that time pending execution of a maintenance agreement with the City of Portland. The Engineer reported that the City of Portland has signed the maintenance agreement, and recommended the award of this contract to Parker-Schram Co. which submitted the low bid therefor at $46,985. Mr. Tom Davis, Senior Highway Engineer, Bureau of Public Roads, who was present, stated that the Bureau of Public Roads would approve this award. Thereupon the Commission by unanimous vote awarded this contract to the Parker-Schram Co.

There was presented to the Commission for consideration a letter from contractors Joplin & Eldon, requesting relief from payment of the penalty imposed upon them for failure to complete their Contract No. 1614, construction of Meiner's Ranch-Pendleton Section of the Pendleton-Cold Springs Highway in Umatilla County, within the specified time limit, giving as their





reason for this request that their oiling work was delayed on account of extreme hot weather that prevailed during the middle of the day while the work was in progress which made it necessary to suspend the oiling work during that part of the day. The Engineer advised that the penalty amounts to $473.35 and represents extra engineering expense incurred by the State subsequent to the expiration of the specified time limit; also that the contractors' statements as to the cause of the delay are partially correct although, in his opinion, the main reason for the delay was the contractors' dilatory procedure. He further advised that the job was in progress during the Pendleton Roundup and traffic may have interfered somewhat with the work and in view of these circumstances he would recommend the waiving of the penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer brought up for discussion the matter of the award of the contract for the construction of the Cascade Locks Section of the Columbia River Highway for which the Commission received bids on March 28. He stated that the gravel pit from which it is proposed to secure the surfacing materials for this job is owned by the State Fish Commission which demands $0.50 per cu. yd. for the materials taken therefrom which price is entirely out of reason inasmuch as the State has never paid more than $0.05 per cu. yd. and very seldom is required to pay more than $0.03 per cu. yd. He suggested that the Commission contact Mr. John C. Veatch, Chairman of the Fish Commission, regarding this matter and, if possible, get him to reduce the price. The Commission instructed the Attorney to confer with Mr. Veatch with regard thereto.

The Engineer reported that inspection of the Maupin-Bend Section of The Dalles-California Highway reveals that its condition is such that it is no longer necessary to maintain the reduced load limit heretofore in effect on this section of road, and recommended the cancellation of the Commission's order with regard thereto. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne:

> WHEREAS, on the thirty-first day of January, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on THE DALLES-CALIFORNIA HIGHWAY from Maupin in Wasco County to Bend in Deschutes County; and
>
> WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on THE DALLES-CALIFORNIA HIGHWAY from Maupin in Wasco County to Bend in Deschutes County;
>
> NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load

limit on THE DALLES-CALIFORNIA HIGHWAY from Maupin in Wasco County to Bend in Deschutes County, be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said section of the said highway hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the county clerk of each county in which said highway is located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

The matter of providing office space for Division Engineer K. D. Lytle in Bend had the attention of the Commission. The Engineer recalled that the Commission on February 21, 1935 approved an expenditure of state funds for the construction of a state-owned office building at this place as an SERA project. Since then, he stated, it has developed that the Deschutes County Court proposes to remodel an old school building in Bend for use as a courthouse and has offered space in this building for use of the State Highway Department if the State will pay for the materials necessary to renovate the rooms which the state employes will occupy, estimated at $500, the County to furnish the labor and supervise construction. He also stated that the County has agreed to credit the State for the full amount of its expenditure at the rate of $40 per month and when the full amount has been credited, then the County will rent the space to the State at $30 per month. He advised that under present conditions the Division Engineer has inadequate space in a privately-owned building for which the State is paying $40 per month. He recommended the acceptance of the County's offer. After some discussion the Commission approved his recommendation by unanimous vote with the understanding that the matter is to be covered by an agreement with the County. The Attorney was instructed to prepare an agreement in accordance therewith.

The Commission discussed the matter of acquiring right of way for the proposed La Grande City project involving the construction of the Wallowa Lake Highway under the tracks of the O.-W. R. R. & N. Co. at that place, and confirmed its oral decision previously rendered to pay one half the cost of this right of way, provided the railroad company will pay the balance, the total estimated cost being approximately $10,000. The Commission's decision in this regard was made subject to the condition that a letter is first received from the railroad company agreeing to assume payment of 50% of the cost for right of way up to a maximum of $5,000.

A request from the Daughters of the American Revolution for permission to erect and maintain a monument or marker on a small parcel of state-owned land adjacent to the right of way of the East Portland-Oregon City Highway near the town of Milwaukie had the attention of the Commission. The Commission indicated that it would have no objections to the placing of this marker on the highway property provided it is located in a place that will not interfere with highway maintenance and provided further that no advertising matter of any kind is connected therewith; however, the Commission deferred a definite decision with regard thereto pending recommendations from the Oregon Roadside Council. The Secretary was instructed to request





recommendations from that organization.

The Commission had under consideration the request from the City Council of the town of Sweet Home, Linn County, for sidewalk construction on each side of the Ames Creek bridge, located on the Santiam Highway within the city limits of the town of Sweet Home, for the safety and benefit of school children and other pedestrians who use this bridge. The Engineer estimated that the sidewalk construction would cost about $500. After some discussion the Commission voted unanimously to approve the request and authorized the Engineer to proceed with such construction work.

A letter was presented from the Tillamook County Court requesting the designation as secondary state highways of the following county roads:

Cape Mears Lighthouse Loop extending from the City of Tillamook to Cape Mears Lighthouse via Bayocean, Oceanside and Netarts, thence to Tillamook;

Market Road extending northwesterly from the Oregon Coast Highway at its crossing with the Southern Pacific Company's tracks near Wheeler to the intersection of the Oregon Coast Highway now under construction near Manzanita.

The Engineer pointed out that Tillamook County has suffered severe losses on account of the disastrous forest fires of 1933 and that the losses might be considered as a justification for placing these roads on the secondary highway system so as to relieve the County from maintaining them. He suggested, however, in view of the fact that there is a shortage of secondary highway funds, that the Commission defer its decision pending personal inspection of both roads. The Commission agreed with the Engineer and decided to defer its decision until later.

In this connection the Commission decided that before any more roads are added to the secondary highway system a general inspection of all secondary highways shall be made to determine whether or not additions thereto should be made to equalize better secondary highway expenditures in the counties in proportion to their assessed valuations.

The Commission considered a letter from the Clackamas County Court and a resolution from the City Council of West Linn requesting the designation as a secondary state highway of the county road that extends in a westerly direction from the Pacific Highway at West Linn through the towns of Willamette and Tualatin to a connection with the West Side Pacific Highway at a point about two miles west of Tualatin (about twelve miles in length) in Clackamas and Washington Counties. The Commission denied the request because of lack of funds and instructed the Secretary to inform the County Court that the matter will be reconsidered when additional funds become available.

Similar action was taken by the Commission on the request of F. M. Brown, Brownsville, Director of the South Santiam Highway Association, for an early improvement of the Halsey-Sweet Home Secondary Highway in Linn County,

also on the request of the Gold Hill Chamber of Commerce for the improvement of the Sam's Valley Secondary Highway in Jackson County between the Pacific Highway and the Southern Pacific railroad tracks in Gold Hill.

A letter was presented from County Judge Fred Reynolds, Lake County, renewing the County's request for improvements to the Fremont Highway. The Commission deferred its decision in this matter pending receipt of definite information as to how much federal money will be available for highway construction work this year.

For similar reasons the Commission deferred its decision with regard to the resolution of the Reedsport Chamber of Commerce for the early completion of the construction of the Umpqua Highway between Reedsport and Scottsburg in Douglas County, a distance of about 16 miles.

The Commission had under consideration the request from the Clatsop County Court for state cooperation in connection with an SERA road construction project on the Nehalem Secondary Highway consisting of ditch cleaning and clearing of right of way, estimated to cost a total of $2,300. The Engineer advised that the County wants the State to pay the equipment rental and industrial insurance costs, estimated at $572, the balance of the costs to be paid with SERA funds. He further advised that this work will be of benefit to the highway and will reduce the Highway Department's maintenance costs by a like amount. He recommended the approval of the County's request. The Commission approved the Engineer's recommendation by unanimous vote.

In this connection the Commission decided unanimously to continue with its present policy to contribute toward the cost of County SERA projects only in the event a careful investigation reveals that such cooperation is merited.

The Attorney brought up for discussion the matter of acquisition of right of way for the improvement of the Columbia River Highway at Cascade Locks. He explained that he reached an agreement with Mr. J. B. Laber, the owner of the land, whereby Mr. Laber will exchange the land required of him for two small parcels of state-owned land located on the opposite side of the highway, which the State no longer needs, provided the State will pay him $550 to remove a dwelling from the new right of way and to satisfy the present tenant of this building, he to assume all responsibility in connection therewith upon receipt of such payment. The Attorney explained further that he had the building examined by an experienced house mover who has offered to move it for $225 in view of which, in his estimation, the State is not justified in paying Mr. Laber more than $450 for such purpose including the item of recompense to the tenant. He requested authority to accept Mr. Laber's offer on that basis. The Engineer recommended that the request be granted. After some discussion the Commission approved the payment of $450 to Mr. Laber in the event that settlement cannot be effected with him for a lesser amount.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. After careful consideration of the facts in connection therewith, the Commission





approved the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth; and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Glenada Section, Oregon Coast Highway | | | | |
| Lane County | Park | 108.16 | Gratis | Parker |
| Hogan, Mike | R/W | 1200 sq.ft. at 1 cent per sq. ft. | | " |
| Lane County, Willamette Secondary Highway | | | | |
| Harris, Louise B. | Stock Pile | 0.13 | $10 Lump Sum | McCallister |
| Wedderburn Section, Oregon Coast Highway | | | | |
| Wood, Eva and Wood, Elva Miller | Road to Gravel Site | 0.60 at $250 per A. plus $5 | | Parker |
| Clatsop County, Columbia River Highway | | | | |
| Koski, Otto, et ux | R/W | 0.36 | $25 Lump Sum | Benson |
| Chetko River, Oregon Coast Highway | | | | |
| Wood, Mark C. | Gravel Site | 0.6 | 3 cents per cu.yd. 1 year lease | Parker |

| Section, Highway and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Vernonia to Buxton Section, Nehalem Secondary Highway | | | | |
| Boos, E. J. | Stock Pile | 0.606 | at $50 per Acre | Benson |

The Engineer reported that there are a number of park sites adjacent to the Oregon Coast Highway in the vicinity of Gold Beach, Curry County, which will make valuable additions to the State's system of recreational areas and, in his estimation, should be acquired by the State if they can be purchased for a reasonable amount. He recommended that the Parks Engineer be authorized to negotiate for the purchase of these tracts. After due consideration the Commission approved the Engineer's recommendation by unanimous vote with the understanding that a report thereon shall be rendered when negotiations are complete at which time the Commission will decide whether or not to purchase the properties.

The Engineer brought up for discussion the acquisition of right of way for the proposed relocation of the Columbia River Highway across the property of E. G. Gudhart at Eagle Creek, Multnomah County, necessitated by the Bonneville Dam construction. He reported that as authorized by the Commission at the previous meeting the Attorney negotiated with Mr. Gudhart with the view of acquiring his entire holdings, rather than just right of way for the highway, because it was thought that his entire holdings could be acquired cheaper than only enough land for right of way, considering that it would be necessary to construct a bridge across the highway cut which would pass through this property for Mr. Gudhart's accommodation, and for the further reason that the balance of Mr. Gudhart's property is quite desirable for recreational purposes. He advised that the Attorney offered Mr. Gudhart $25,000 for his property, which is the average amount of appraisals made by four Government appraisers and two State appraisers acting independently of each other, but Mr. Gudhart refused this offer and indicated that he would not accept less than $85,000, it being his contention that the highway cut would sever his property which he is operating successfully as a public camp ground, and he would suffer huge losses thereby. Since that time, he said, the Attorney has received a letter from Mr. Gudhart's attorney indicating that a compromissary settlement might be made for about $60,000. The Attorney read this letter to the Commission and advised that in his opinion the price is exorbitant and it would be advisable for the State to condemn the property rather than to pay that amount. It was his thought that the property could be acquired by condemnation for not to exceed $40,000.

The Engineer further reported that the U. S. Army Engineers are interested in this matter because the Government is obligated to acquire a right of way for the relocation of the O.-W. R. R. & N. Company's tracks which, in their present location, will be submerged by high water from the Columbia River when the Bonneville Dam is completed, and they have already instituted a condemnation suit to acquire a right of way for the railroad through Mr. Gudhart's land but they have not included sufficient width right of way to accommodate the highway which it is proposed to rebuild adjacent to the railroad in the same cut. The U. S. Forest officials, he added, are also interested in





the matter because the property lies adjacent to the National Forest, and are anxious to acquire title to Mr. Gudhart's holdings to complete the Forest holdings and have stated their willingness to recommend to their superiors the payment of one half the purchase price of this property; furthermore, the Army Engineers have stated their willingness to cooperate by paying one third of the total cost of the property in the event that acquisition thereof is effected by state action, which would leave only one sixth of the entire cost to be assumed by the State. At an estimated cost of $40,000, he said, the cost would be as follows: U. S. Army Engineers, $13,300; U. S. Forest Service, $20,000, and the State of Oregon, $6,700. He recommended, in view of the circumstances, that the State arrange to condemn the entire tract owned by Mr. Gudhart, totalling about thirty acres, the U. S. Forest Service and the War Department to be billed for their respective shares when the total cost is determined; further, that the State proceed with condemnation regardless of the uncertainty as to the Forest Service's participation because, in the event that the recommendation of the local Forest officials is not sustained by their superiors, the land could be retained by the State and operated to good advantage as a state park for the benefit of the public.

Chairman Cabell raised the question as to whether the State could legally convey title to the Government if the State acquires the property by condemnation. The Attorney was instructed to look up the law on this point.

After considerable discussion the Commission approved the Engineer's recommendation with regard to this matter and authorized the Attorney to institute condemnation proceedings to acquire all of Mr. Gudhart's holdings, provided that such proceedings shall not be commenced until definite information has been received from the Forest officials as to whether or not the U. S. Forest Service will participate in the cost of the property and until definite assurance is received from the U. S. Army Engineers that the U. S. War Department will pay its respective share. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne:

> WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby; and
>
> WHEREAS, said Highway Commission is likewise authorized and empowered to acquire by purchase, agreement, gift, or by the exercise of the power of eminent domain land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, public squares, recreational grounds or resorts, which in the opinion of the State Highway Commission are necessary for the convenience of the public and which are so situated as to be accessible to and conveniently reached by and from state highways; and

WHEREAS, in the opinion and judgment of the Highway Commission certain property owned by and in the possession of E. G. Gudhart and Alma Gudhart, which property is located in Multnomah County, Oregon, and generally described as follows, to-wit:

> All of Government Lot 2, Section 22, Township 2 North, Range 7 East, W. M., Multnomah County, Oregon, that lies easterly and southerly of a line parallel to and distant 100 feet easterly and southerly from (measured at right angles to) the center line of the main track of the railroad of the O.-W. R. R. & N. Company as it was constructed over and across said Government Lot 2 in 1919, subject to the Columbia River Highway right of way, containing 28.07 acres;

is necessary for right of way for the further improvement and permanent location of a portion of the Columbia River Highway in Multnomah County, and likewise is necessary for the convenience of the public, a portion of which said property is within the boundaries of the said highway as surveyed and located, and a portion is so situated as to be accessible to and conveniently reached by and from the said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That this Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement and maintenance of the Troutdale-Cascade Locks Section of the Columbia River Highway in Multnomah County a portion of the property described above and owned by and in the possession of E. G. Gudhart and Alma Gudhart and other persons claiming some interest in said property.

2. That this Commission does hereby find and declare that in its opinion and judgment a portion of said property is necessary for the convenience of the public in the use and enjoyment of the Columbia River Highway for parking places, recreational and other public uses specified in Section 44-3209, Oregon Code, 1930, which said property is so situated as to be accessible to and conveniently reached by and from said highway.

3. This Commission does further find and declare that the acquisition of the property herein described, which is owned by the persons herein named to such extent as their interests may appear, is necessary and required for right of way purposes and for the development of parks, parking places, recreational uses and other uses specified in Section 44-3209, Oregon Code 1930,





and this Commission does hereby further declare and find that said property is necessary, is needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes and for the other purposes specified herein in order to make it possible for the State Highway Commission to properly locate, construct and maintain said portion of said Columbia River Highway in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety, and in order to contribute to the convenience and enjoyment of the public using and traveling upon said highway, and for the purpose of affording parks, parking places, recreational grounds and other uses and benefits specified in Section 44-3209, Oregon Code 1930.

4. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the said parcel or parcels of land required for right of way purposes and the parcel or parcels of said land required and necessary for parks, parking places, recreational grounds or other uses enumerated in said statute, and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties or which descriptions may be used in the preparation of a complaint in the event condemnation proceedings are necessary.

5. That the boundaries of said parcel or parcels of land as defined and determined by the said survey made by said Engineer for right of way along the route and location adopted by the Highway Commission shall be and the same hereby are adopted and the lands therein defined are declared to be and the same are included within the right of way of the said portion or portions of the state highway system, and hereby are declared to be necessary for the proper location, improvement, construction and maintenance of said portion or portions of the state highway system, and it further is hereby declared and found that the portions of said property not required for right of way purposes or for use in the construction of said highway shall be and the same hereby are declared to be necessary for the convenience of the public using and traveling upon said highway.

6. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J.

M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

7. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer also brought up for discussion the matter of adjustment of salaries of state highway employes to conform with the new law enacted by the 1935 Legislature. He recommended that the rates of pay be adjusted in accordance with this new law. Motion was made by Commissioner Washburne that the Engineer's recommendation be adopted. The motion was seconded by Commissioner Aldrich and was declared carried by Chairman Cabell.

The Engineer advised that when the salaries of the Highway Department employes were adjusted two years ago in conformance with the law passed by the 1933 Legislature, certain discrepancies crept in and as a result some employes are now receiving salaries considerably less than that to which their positions justly entitle them. It was his thought that these discrepancies should be brought to the attention of the State Board of Control and authority requested to remedy them by proper adjustments of the wage rates. The Commission deferred a decision in this matter pending further investigation and information.

The Engineer requested authority to join with the several counties of the State in the taking of a state-wide traffic count starting now and ending about April 1936. He stated that the work would be done as an SERA project and that the State's share of the cost would amount to about $10,000 for materials, supplies and supervision, the balance of the expense to be paid with SERA money and county funds. He recommended that the expenditure be authorized in view of the benefits that the State will receive from the information gathered which can be used to good advantage in the design and maintenance of state highways. The Commission approved his recommendation by unanimous vote.

The Commission signed an agreement with contractor Jacobsen-Jensen Co. modifying the original contract awarded to that company for paving the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah and Washington Counties, Contract No. 1665, by providing for the use of materials from a gravel pit located near the East Portland-Oregon City Highway between Milwaukie and Portland rather than from the gravel deposit at Durham which was specified in the original contract.

A letter was presented from Paul W. Childers, Attorney, The Dalles, in behalf of the Lions Club of that City, stating that that organization proposes to erect a monument, as an SERA project, on the Lewis & Clark camp site at the mouth of Mill Creek near the west city limits of The Dalles and





requesting the State Highway Commission to cooperate by furnishing rock for this purpose. The Commission referred this matter to the Parks Engineer for investigation and recommendation.

There being no further business to come before the Commission, the meeting was adjourned at 5:45 o'clock p. m.

Henry F. Cabell
Chairman

E. B. Aldrich
Commissioner

R. H. Baldock
State Highway Engineer

Carl G. Washburne
Commissioner

H. B. Glaisyer
Secretary

Portland, Oregon, April 11, 1935

The State Highway Commission met in regular session at 9:00 o'clock a. m., in the Auditorium of the Public Service Building, Portland, Oregon.

Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids for the construction of state highway projects and for the sale of wooden storage tanks were opened and read in conformance with previously published notice, as follows:

OREGON COAST HIGHWAY
CURRY COUNTY ROCK PRODUCTION PROJECT

| | |
|---|---|
| A. S. Wallace | $ 15,254.50 |

HOOD RIVER SECONDARY HIGHWAY
JERICHO LANE SECTION
ROAD MIX OIL SURFACE TREATMENT

| | |
|---|---|
| Northwest Roads Co. | $ 5,837.50 |
| Babler Bros. | 6,105.00 |

PACIFIC HIGHWAY
SISKIYOU SUMMIT-STATE LINE SECTION
FURNISH CRUSHED ROCK

| | |
|---|---|
| A. S. Wallace | 11,286.00 |
| R. I. Stuart & Sons | 12,430.00 |
| M. C. Lininger & Son | 12,510.00 |

SALEM-DAYTON SECONDARY HIGHWAY
YAMHILL COUNTY LINE-STRATTON RANCH SECTION
GRADING AND SURFACING

| | Road Oil & Box Culvert | Road Oil & Pipe Culvert | Tar and Box Culvert | Tar and Pipe Culvert |
|---|---|---|---|---|
| Joplin & Eldon | $ 37,031.00 | $ 36,387.00 | $ 37,255.00 | $ 36,611.00 |
| Edlefsen-Weygandt Co. | 37,635.50 | 36,937.00 | - - - - - | - - - - - |
| E. C. Hall | 38,685.00 | 37,249.00 | 38,985.00 | 37,549.00 |
| Oregon Contracting Co. | 37,858.50 | 37,958.50 | - - - - - | - - - - - |
| Fisher Bros. | 40,384.00 | 39,424.00 | - - - - - | - - - - - |
| J. C. Compton | 39,981.00 | 39,961.00 | - - - - - | - - - - - |
| Johnston, Hanson & Johnston | 40,088.00 | 39,487.00 | - - - - - | - - - - - |
| Harold Blake | 41,974.50 | 40,984,50 | 41,944.50 | 40,954.50 |

COLUMBIA RIVER HIGHWAY
TIMBER BRIDGE OVER MILL CREEK

| | |
|---|---|
| Louis Johnson & Son | $ 2,504.25 |
| Averill & Philpott | 2,547.50 |
| O. N. Pierce & Co. | 2,615.00 |
| Fred Ovesen | 3,035.56 |
| Curtis Gardner | 3,127.00 |
| J. F. Johnston | 3,437.50 |
| Sig Ash | 3,904.00 |

SALE OF USED WOODEN OIL STORAGE TANKS

| | |
|---|---|
| 2300 gallon tank at Brogan - C. C. Crawley | 15.00 |

The Commission ordered the proposal of contractor Arthur A. Hardesty, Portland, for the construction of the Siskiyou Summit-State Line Section of the Pacific Highway in Jackson County, returned unread to the contractor for the reason that Mr. Hardesty neglected to sign as principal the bid bond accompanying this proposal. Therefore, the proposal was considered out of order.





County Judge George K. Quine, Douglas County, and Mr. W. C. Harding, Secretary of the Roseburg Chamber of Commerce, came before the Commission and asked the Commission to consider in its program for this year's federal money an allocation for the reconstruction of the Turkey Hill Section of the Pacific Highway in Douglas County by widening and eliminating the curves. They were informed that the Commission has this project in mind and will give it due consideration in the formulation of this year's construction program, but can make no definite commitment of funds at this time because the Commission does not yet know how much federal money it is to receive.

County Judge Fred Reynolds and County Commissioner W. P. Vernon of Lake County were present and urged the Commission to allocate some of the new federal money to finance the improvement of the Fremont Highway in Lake County, particularly the following sections: Lakeview-Paisley; Summer Lake Valley Section, and Horse Ranch-Silver Lake Section. The State Highway Engineer gave as his thought that the two sections most in need of improvement are the fifteen-mile section between Valley Falls and Paisley, which is now ready for oiling, and the Silver Lake-Horse Ranch Section which is in need of some surfacing rock in addition to the oiling. Judge Reynolds stated that they would be satisfied with a good start on the improvement of this road and in his estimation the two projects mentioned by the Engineer would be acceptable to them; furthermore, that if the Commission would authorize these two projects this year they will not ask the Commission to do more for a long time. Chairman Cabell advised that the Commission does not know how much money it will have available from federal sources this year, neither does the Commission know the rules and regulations that will govern the expenditure of these funds, hence no definite commitment of funds can be made at this time; however, Lake County will be given a fair share of available funds when the distribution is made.

The Engineer discussed with the Commission the advisability of conducting an investigation of motor vehicle fuel consumption to ascertain the ratio of consumption of the various fuels, such as gasoline and Diesel oil, on various highway grades so that the value of rise and fall versus distance, which affects the selection of many highway locations, may be more definitely determined. He explained that this is an important consideration in the selection of a highway location and requested authority to expend about $5,000 of state highway funds to carry on the investigation. After some discussion the Commission voted unanimously to grant the Engineer's request.

The Engineer also discussed with the Commission the matter of carrying on fact-finding surveys in connection with the activities of the State Interim Committee which has been appointed by Governor Martin, under authority of the Legislature, to study the Motor Transportation Act. He explained that the committee consists of Oscar Hayter, Dallas, Chairman; Frank C. McColloch, Public Utilities Commissioner, and the State Highway Engineer, and one of its objects will be to determine the revenue that the State now receives from various classes of motor vehicles under existing laws, and the amounts that each class should pay, based on weight, etc. In other words, the determination of an equitable tax the motor vehicle should bear based upon the predetermined budget to carry on properly the activities of the

State Highway Department. He estimated that it would cost about $20,000 to finance these surveys and recommended, in view of the benefits that the State Highway Department would receive therefrom, that such expense be paid for out of state highway funds. The Commission approved the Engineer's recommendation by unanimous vote subject to the condition that the Commission has legal authority to spend highway money for such purpose.

The Commission had under consideration the matter of acquisition of right of way for the improvement of the Oregon Coast Highway at the north end of the Chetco River bridge in Curry County. The Engineer explained that the matter comes up at this time because the Chetco Lumber Company, which owns the land adjoining the highway at this point, plans to subdivide its property and it would be to the State's advantage to have this subdivision conform with the permanent alignment of the highway; also that the present highway is not in the proper location, and that at some future date when funds become available, it will have to be relocated. He gave as his thought that the Commission should provide for this relocation now before the Chetco Lumber Company subdivides its property in order to avoid complications that might otherwise arise. He recommended that he be authorized to make a survey for the permanent location of the highway in front of the lumber company's subdivision, about 1,000 feet in length, and to take options for the right of way along that section. After some discussion the Commission, by unanimous vote, approved the Engineer's recommendation in regard to this matter.

Reconsideration was given by the Commission to the bids received for installing a new filing system in the highway offices in Salem. The Commission approved the recommendation of the Engineer that the offer of Remington-Rand, Inc., Portland, at $75.00 per week be accepted.

The Engineer requested authority to trade in six old transits as part purchase price on six new transits to be used in connection with highway location surveys. He estimated the total cash outlay would not exceed $1,800. The Commission approved his request by unanimous vote.

The Engineer reported that the reduced load limit in effect during the past few months on the Old Oregon Trail from Pendleton to Meacham, the Dairy-Bonanza Highway from Dairy to Bonanza, the Ochoco Highway from Redmond to Prineville, and the Fremont Highway from its junction with The Dalles-California Highway near Lapine to Silver Lake Post Office is no longer required due to the fact that the roads are now sufficiently dry to withstand legal limit loads. He recommended the cancellation of the Commission's orders reducing the maximum load limit for these highways. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne:

> WHEREAS, on the eighteenth day of January, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the OLD OREGON TRAIL, from Pendleton to Meacham, in Umatilla County; and





> WHEREAS, on the thirty-first day of January, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the DAIRY-BONANZA HIGHWAY from Dairy to Bonanza in Klamath County and on the OCHOCO HIGHWAY from Redmond, in Deschutes County, to Prineville, in Crook County; and
>
> WHEREAS, on the eleventh day of February, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the FREMONT HIGHWAY from its junction with The Dalles-California Highway near Lapine, in Deschutes County, to Silver Lake Post Office, in Lake County; and
>
> WHEREAS, subsequent to the passage of said resolutions conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limit set out in said resolutions on the OLD OREGON TRAIL, from Pendleton to Meacham, in Umatilla County, the DAIRY-BONANZA HIGHWAY from Dairy to Bonanza in Klamath County, the OCHOCO HIGHWAY from Redmond, in Deschutes County, to Prineville, in Crook County, and the FREMONT HIGHWAY from its junction with The Dalles-California Highway, near Lapine in Deschutes County, to Silver Lake Post Office, in Lake County;
>
> NOW, THEREFORE, BE IT RESOLVED that the actions of the State Highway Commission reducing the maximum permissible load limit on the OLD OREGON TRAIL, from Pendleton to Meacham in Umatilla County, the DAIRY-BONANZA HIGHWAY from Dairy to Bonanza in Klamath County, the OCHOCO HIGHWAY from Redmond, in Deschutes County, to Prineville, in Crook County, and the FREMONT HIGHWAY from its junction with The Dalles-California Highway near Lapine, in Deschutes County, to Silver Lake Post Office, in Lake County, be and the same hereby are rescinded and cancelled as of this date, and the maximum load limit permissible on the said sections of the said highways hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the County Clerk of each county in which said highways are located, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

The Engineer reported that it would be necessary to make a revised application to the War Department for that portion of the Umpqua River Bridge crossing on the Oregon Coast Highway known as the Smith River Channel because of the fact that subsequent to the issuance of War Department permit for this structure, the alignment north of Bolon Island

and extending across Smith River Channel had been slightly changed.

In view of the circumstances recited, the Commission thereupon authorized the Engineer to make application to the War Department for a new permit for this portion of the Umpqua River structure.

Commissioner Washburne offered the following resolution with regard to the maintenance of certain additional riprap needed to preserve the stability of the foundations of the Coast Highway bridge now being constructed across Alsea Bay at Waldport, Lincoln County, and moved its adoption:

WHEREAS, the State of Oregon, by and through its State Highway Commission, is now engaged in the construction of a bridge over Alsea Bay in Lincoln County, Oregon, as a part of the Oregon Coast Highway, which bridge is being constructed along with four other bridges with funds made available by the Federal Government under a loan and grant agreement designated as Docket No. 982; and

WHEREAS, after the construction of said bridge across Alsea Bay had been commenced it was determined that the foundations thereof required the placement or installation of a certain amount of riprap not contemplated in the original contract; and

WHEREAS, because of the fact that future conditions might necessitate and require from time to time the installation of additional riprap for protective purposes, the exact amount of which and the cost of which cannot at this time be determined, representatives of the Public Works Administration recommended the use of steel sheet piling as opposed to the riprap recommended and urged by the State Highway Commission; and

WHEREAS, the representatives of the Public Works Administration have nevertheless conceded that said foundations be protected with the use of riprap instead of steel sheet piling, but only on the express condition and consideration that the State shall assume all cost involved in or occasioned by, (1) the maintenance, after the completion of the structure, of the riprap placed during construction, (2) the replacement and maintenance of any riprap which may be required at any time after the completion of the structure;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and affirmatively voting as follows:

1. That the State of Oregon, through its State Highway Commission, does hereby assume and agree to pay all the cost involved in or occasioned by, (1) the maintenance, after the completion of the structure, of the riprap placed during construction, (2) the replacement and maintenance of any riprap which may be required at any time after completion of the bridge across Alsea Bay, all of which costs shall be paid out of funds other than revenues or earnings from said bridge or any of the other bridges constructed in connection with said Docket No. 982. The State has and does assume the obligation provided herein in consideration of the State being permitted to use for said protective purposes riprap as opposed to steel sheet piling recommended by the representatives of the Public Works Administration.

2. That this resolution be entered in the official minutes and records of the State Highway Commission and a duly certified copy thereof mailed to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, U. S. Courthouse, Portland, Oregon.





The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by unanimous vote of the Commission.

The following resolution providing for the abandonment of a short section of the Nehalem Secondary Highway No. 102 at Beneke Creek near Jewell, in Clatsop County, which section has been rendered valueless as a state highway by reason of the reconstruction of the highway on new alignment, was offered by Commissioner Washburne who moved its adoption:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Beneke Creek Section of the Nehalem Secondary Highway in Clatsop County; and

WHEREAS, by reason of said relocation and reconstruction of the said section of said secondary highway there was eliminated and made unnecessary as a part of the permanent highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the said secondary state highway the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the said secondary state highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area of land hereinafter designated, which fragment or parcel of land was formerly within the limits of the right of way of the Beneke Creek Section of the Nehalem Secondary Highway in Clatsop County,

but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment or parcel of land or portion of the old right of way is abandoned as a part of the right of way of said secondary highway, and said fragment or parcel of land or old right of way is, so far as control and supervision by this Commission is concerned, eliminated and left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Clatsop County for highway or other public purposes as the Court may determine. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

That part of the old highway lying northerly of the recently constructed Beneke Creek Section of the Nehalem Highway between Engineer's center line Stations 394+50 and 413+00.

The location of said abandoned right of way may be more definitely and particularly ascertained and determined by reference to a map or white print, marked "Exhibit A", attached hereto and by this reference made a part hereof, which said exhibit for identification purposes bears the signatures of R. H. Baldock, State Highway Engineer, and W. E. Chandler, Division Engineer, and is dated the 28th day of March, 1935, upon which map or exhibit there is reflected the above described parcel of land by showing the same shaded in red. (*)

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present secondary highway, and by reason of such physical connection traffic from the existing secondary state highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said secondary state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Clatsop County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said secondary highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Clatsop County and beyond any responsibility or supervision by the State Highway Commission.

(*) Map referred to is filed in the Right of Way Abandonment Resolution File, being File No. 3.





The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by unanimous vote of the Commission.

Commissioner Washburne also offered and moved the adoption of the following resolution providing for the abandonment of a short section of the Independence Secondary Highway extending southerly from its junction with the Salem-Dallas Highway at Brunks Corner to a connection with the newly constructed highway near Rickreall Creek, in Polk County, a distance of about one half mile:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Brunk's Corner-Independence Secondary Highway in Polk County; and

WHEREAS, by reason of said relocation and reconstruction of the said section of said secondary highway there was eliminated and made unnecessary as a part of the permanent highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the said secondary state highway the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the said secondary state highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area of land hereinafter designated, which fragment or parcel of land was formerly within the limits of the right of way of the Brunk's Corner-Independence Secondary Highway in Polk County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment or parcel of land or portion of the old right of way is abandoned as a part of the right of way of said secondary highway, and said fragment or parcel of land or old right of way is, so far as control and supervision by this Commission is concerned, eliminated and left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Polk County for highway or other public purposes as the Court may determine. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

The portion of the old Brunk's Corner-Independence

Secondary Highway extending from highway engineer's station 25+00, which station is on the new highway, to a connection with the Salem-Dallas Highway at a point known as Brunk's Corner.

In addition to the foregoing designation and definition of said fragment of right of way and for a more particular description and location there is made a part hereof a map or blueprint, marked "Exhibit A", which is attached hereto and for purpose of identification bears the signatures of R. H. Baldock, State Highway Engineer, and Mr. W. E. Chandler, Division Engineer, and bears the date of March 28, 1935, upon which map, exhibit, or blueprint there is reflected the above described parcel of land or old right of way, which is shown on said blueprint shaded in red and bears the words "old road". (*)

2. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Polk County, together with a copy of said exhibit or map for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said secondary highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Polk County and beyond any responsibility or supervision by the State Highway Commission.

3. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present secondary highway, and by reason of such physical connection traffic from the existing secondary state highway may enter or use the said abandoned portion of the old road to the possible damage or injury or such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said secondary state highway.

The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by unanimous vote of the Commission.

Commissioner Washburne moved the adoption of the following resolution whereby the Commission declares its intention to retain as state highway stock pile sites, three parcels of land lying within the right of way of the old county road which was formerly used as the route of the Umpqua Highway between Scottsburg and Drain in Douglas County, but which was abandoned for road purposes when the new highway was completed:

(*) Blueprint or map referred to filed in Right of Way Abandonment Resolution File, being File No. 4





WHEREAS, there heretofore has been constructed sections of the Umpqua Highway, being state highway No. 45, between Scottsburg and Drain, which said highway at certain points and places is constructed along, adjacent, and contiguous to the previously existing county road; and

WHEREAS, at the points hereinafter designated there are certain described parcels of land which were within the boundaries of the right of way of the existing county road, which parcels of land are described as follows, to-wit:

Parcel No. 1

A parcel of land in Sections 20 and 21, Twp. 22 South, Range 8 West, W. M., Douglas County, Oregon, said parcel of land being more particularly described as follows:

Beginning at a point South 62° 07' East a distance of 40.0 feet from Station 740+00 of the Umpqua Highway, said point being 1258 feet south and 2342 feet west of the north one-quarter corner of Section 21, Twp. 22 South, Range 8 West, W. M.; thence South 13° 18' West a distance of 154.7 feet; thence South 22° 27' West a distance of 147.0 feet; thence South 21° 13' West a distance of 879.4 feet; thence South 24° 31' West a distance of 143.0 feet; thence South 38° 33' West a distance of 136.8 feet to a point which is opposite and 50 feet distant from the center line of said highway at Station 754+58; thence North 22° 04' East a distance of 58.0 feet; thence North 67° 56' West a distance of 10.0 feet; thence North 22° 04' East a distance of 1012.6 feet; thence on a 3779.7 foot radius curve right (the long chord of which curve bears North 24° 58' East) a distance of 383.3 feet to the point of beginning.

The parcel of land to which this description applies contains 1.39 acres.

Parcel No. 2

A parcel of land in Section 15, Twp. 22 South, Range 6 West, W. M., Douglas County, Oregon, said parcel of land being more particularly described as follows:

Beginning at a point North 16° 34' East a distance of 40.0 feet from Station 1583+82.5 of the Umpqua Highway, said point being 212 feet south and 1595 feet west of the northeast corner of Section 15, Twp. 22 South, Range 6 West, W. M.; thence South 78° 36' 30" East a distance of 665.2 feet; thence South 16° 34' West a distance of 60.0 feet to a point opposite and 40 feet distant

from Engineer's center line Station 1590+45 of said highway; thence North 73° 26' West a distance of 662.5 feet to the point of beginning.

The parcel of land to which this description applies contains 0.46 acres.

Parcel No. 3

A parcel of land in Section 13, Twp. 22 South, Range 6 West, W. M., Douglas County, Oregon, said parcel of land being more particularly described as follows:

Beginning at a point North 44° 11' East a distance of 40.0 feet from Station 1710+38.1 of the Umpqua Highway, said point being 298 feet south and 1392 feet east of the north one-quarter corner of Section 13, Twp. 22 South, Range 6 West, W. M.; thence South 53° 20' East a distance of 120.9 feet; thence South 54° 30' East a distance of 151.9 feet; thence South 58° 43' East a distance of 105.2 feet; thence South 63° 09' East a distance of 556.5 feet; thence South 20° 08' West a distance of 37.2 feet to a point which is 40 feet distant from (when measured at right angles to) the center line of said highway; thence on a 2251.8 foot radius curve right (the long chord of which curve bears North 57° 50' West) a distance of 945.1 feet to the point of beginning.

The parcel of land to which this description applies contains 0.76 acres.

and

WHEREAS, the said parcels of land are useful, necessary, and required for right of way purposes and for other public highway purposes in connection with the construction, operation, maintenance, repair, and improvement of the said section of the Umpqua Highway between Scottsburg and Drain;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of Oregon that the said parcels are, and the State Highway Commission does hereby find and declare that the said parcels of land are necessary and are required for the construction, operation, maintenance, repair, and improvement of the said section of the Umpqua Highway between Scottsburg and Drain; and

BE IT FURTHER RESOLVED that the Commission does hereby find and declare that it is the purpose and intention of the State Highway Commission to retain the use, possession, and control of the said parcels of land for the purposes herein stated, and does further declare that the said parcels of land are and shall be considered as portions of the right of way of the said section of the said Umpqua Highway under the jurisdiction and control of the State Highway Commission.





BE IT FURTHER RESOLVED that a duly certified copy of this resolution be recorded in the proper records of the County of Douglas, State of Oregon.

The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by unanimous vote of the Commission.

A letter was presented from Mrs. Agnes E. Hines, Forest Grove, transmitted through the Secretary of the State Planning Board, relative to the use of her moving pictures of Oregon scenes in connection with the State Travel Promotion and Development Bureau which was authorized by the last Legislature. The Engineer advised that this new law will not become effective for several months and in his estimation now would not be the proper time to pass on Mrs. Hines' communication. The Commission concurred and instructed him to so inform Mrs. Hines.

At this time a delegation from Morrow and Umatilla Counties appeared before the Commission in regard to the Lexington-Echo Secondary State Highway No. 320 and the Hermiston Secondary State Highway No. 333. The delegation consisted of S. E. Notson, District Attorney of Morrow County; H. Tamblyn, County Engineer of Morrow County; F. A. Swayze, Hermiston, and R. G. Saylor, Echo. Mr. Notson was spokesman for the group. They asked the Commission to oil these roads which, they declared, cannot be properly maintained otherwise; furthermore they pointed out that they carry a large volume of traffic and under present conditions travel is very dangerous on account of the dust. Mr. Notson alleged that the Lexington-Hermiston road will eventually be a main artery of travel from Central Oregon points to Spokane because it is shorter than either the John Day Highway or the Pendleton-John Day Highway routes; also, that the Lexington-Echo road will eventually be a main artery of travel from Central Oregon to Pendleton because it is shorter than either the Pendleton-John Day route or the Oregon-Washington Highway. After some discussion Chairman Cabell thanked the delegation for its appearance and advised that the Commission will carefully consider their requests in its allocation of future funds.

County Judge Geo. A. Potter and County Commissioner A. A. Dunlap of Sherman County came before the Commission and urged that provision be made in the Commission's 1935 program for surfacing and oiling the uncompleted section of the Sherman Highway south from the town of Kent. They pointed out that the section from Kent to Shaniko has been regraded and is now ready for surfacing, but from Shaniko to the junction with The Dalles-California Highway the road would have to be reconstructed. The Engineer inquired which project the County Court considers the most important--surfacing the newly-graded section, or the grading of an additional section. Mr. Dunlap replied that they would prefer the surfacing of the newly-graded section which is giving them the most trouble.

Chairman Cabell advised that the Commission has no definite knowledge as yet as to how much money it will have for highway construction this year, but will be glad to give their project due consideration in the allocation of its funds.

A delegation from Forest Grove consisting of A. M. Stook, Secretary of the Chamber of Commerce; W. F. Miller; Omar Fendall, Cashier of First National Bank; and Hugh McGilvra, Editor of the News-Times, appeared before the Commission and asked for the improvement of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, six miles in length. Mr. Stook was spokesman for the group. He alleged that a former State Highway Commission gave them a tentative promise that the Forest Grove-Hillsboro Section would be modernized within a reasonable length of time. He pointed out that the present pavement is only sixteen feet wide which, in his estimation, is entirely too narrow to properly care for the traffic that is bound to develop when the Wolf Creek and Wilson River Highways are completed. He also pointed out that the Consolidated Timber Company has started the marketing of timber from the burnt timber district along the Wilson River, and as a consequence the volume of travel on the Tualatin Valley Highway has greatly increased on the Forest Grove-Hillsboro Section which is justification for the improvement of this section as soon as possible. He said that they would be satisfied with the same kind of improvement that the Commission made at Hillsboro last year. The matter of right of way was brought up and the Commission was assured by the delegation that no difficulties would be encountered regarding that feature because for the most part a sixty-foot right of way is now available, and where it is narrower no trouble is anticipated with the property owners in acquiring the extra width required. After further discussion Chairman Cabell informed the group that the Commission will be pleased to give their project careful consideration in arranging its construction program.

The Engineer brought up for discussion the matter of the proposed improvement on the Eagle Creek Section of the Columbia River Highway in Multnomah County necessitated by the Bonneville dam construction. He stated that the U. S. Army engineers propose to place under contract in the near future the construction of the deep cut, immediately adjacent to Eagle Creek, for the joint use of the O.-W. R. R. & N. Co. and the highway, which involves the placement of excavated materials back of the piers of the bridge that the State proposes to construct across Eagle Creek at this point. He further stated that on account of the activities of the Army engineers it will be necessary to contract the construction of the bridge piers very soon so that they will have sufficient time to cure properly in order to withstand the weight of the embankment that is placed against them, although it will not be necessary to contract the bridge superstructure until later. He estimated that the piers would cost approximately $36,000 and advised that it is proposed to finance the pier construction with federal funds which have accumulated as savings from the 1934 NRH construction program. He estimated the cost of the superstructure at $75,000 which would be paid with 1935 or 1936 NRH funds if and when such funds become available. He also estimated the cost of the grading work, which the State is obligated to perform, at $126,000, and the surfacing involved at $15,000. He explained that the federal funds immediately available amount to approximately $70,000 of 1934 NRH money, of which it is proposed to use about $36,000 to finance the pier construction and the remainder, amounting to approximately $34,000, together with $92,000 of state money is to be used to finance the grading work, it being understood that the State would be reimbursed for its expenditure as follows: $40,000 by the War





Department as damages for flooding the old highway and the balance by substituting therefor additional 1934 NRH savings, if and when they accumulate. In view of the circumstances he asked the Commission to authorize him to advertise for bids for the construction of the bridge piers. After due consideration the Commission granted the Engineer's request by unanimous vote. The Commission also authorized the Engineer to sign papers and agreements with the U. S. Army engineers to facilitate the construction of the Eagle Creek Section.

The matter of right of way for the Eagle Creek improvement was also discussed. The Attorney advised that it is his intention to file a complaint in connection with condemnation proceedings within the next couple of days following which the State may enter upon and use the land whenever it is needed.

The Attorney also reported results of the conference with Mr. John C. Veatch, Chairman of the Fish and Game Commission, regarding the taking of gravel from the Fish and Game Commission's property at Cascade Locks for the improvement of the Columbia River Highway through that town. He stated that Mr. Veatch indicated that the Fish and Game Commission would modify its previous demand and would not now request an exorbitant amount for the gravel taken from its deposit. The Attorney requested authority to offer the Fish and Game Commission $0.05 per cubic yard for material taken if he could not get it for less. The Commission approved his request with the understanding that he should first attempt to secure a price of $0.03 per cubic yard, which is the price usually paid by the Highway Commission to private owners for similar materials. The Attorney reported later in the session that he again contacted Mr. Veatch regarding this matter and was assured that the Fish and Game Commission would sell the materials needed for the Cascade Locks improvement at $0.03 per cubic yard.

A communication was presented from the Waldport Chamber of Commerce in which the Commission was requested to consider in its 1935 construction program an allocation of funds for the improvement of the Tidewater Section of the Alsea Highway in Lincoln County. The Engineer advised that this road is narrow and crooked and should be improved when funds can be spared for the purpose. He pointed out that this is a Forest Highway section and the improvement should be financed with Forest Highway Funds. He suggested that it be considered along with other projects for future funds from that source. The Commission approved the suggestion and instructed the Secretary to so inform the Waldport Chamber of Commerce.

A letter was presented from Fred Finsley, attorney at law, Fossil, Oregon, in behalf of Haley & Haley, special carriers, in which the Commission was requested to authorize Haley & Haley to transport logs over a ten-mile section of the John Day Highway in Wheeler County during Saturday afternoons. The Engineer stated that traffic is not very heavy on this road and that he did not believe the logging operations would interfere to any great extent. He recommended that the request be granted. The Commission approved his recommendation by unanimous vote.

A letter was presented from the School Board of District No. 39,

Multnomah County, requesting the widening of the Columbia River Highway at Coopey Falls and Bridal Veil to provide parking space for their school bus when taking on and discharging passengers. The Commission referred this communication to the Engineer for an estimate of cost to do this work.

The Commission had under consideration a petition signed by 45 residents of Clatsop County, and a letter from the Astoria Chamber of Commerce requesting the oiling of that section of the Nehalem Secondary State Highway No. 102 extending from the end of the present pavement near the town of Olney southeasterly to the town of Jewell. The Engineer advised that this is an expensive undertaking and that the Commission does not have funds available at the present time to finance it; however, it might be considered along with other projects in the programming of future federal allotments in the event the rules and regulations governing the expenditure of such funds provide for secondary highway construction. The Commission thereupon denied the petition and instructed the Engineer to so inform the petitioners and to state the reasons for such action.

A petition was presented from the Multnomah Booster Club, Multnomah, in which the Commission was requested to paint traffic stripes, place signs, etc., through the business district of their town so as to regulate the parking of automobiles, trucks, etc., parallel with the curb line of the street thus eliminating the present extreme hazard of unregulated angular parking. The Engineer advised that the highway through the Multnomah business district is narrow and the angular parking of cars in this district creates a danger to other traffic which can be avoided to a considerable extent if cars are parked parallel to the curb. He suggested the adoption of an order requiring parallel parking through this town. The Commission appeared favorably inclined toward adopting the Engineer's suggestion; however, deferred action thereon because there is a question as to the Commission's authority to enforce a ruling of that kind. The matter was referred to the Attorney for advice as to the legal features involved.

A letter was presented from the Fossil-Antelope Better Road Club, Clarno, regarding improvement of the secondary state highway extending from the town of Fossil, in Wheeler County, to the town of Antelope, in Wasco County, and requesting the Commission's engineer in charge of this highway to be present at the next regular meeting of the Wheeler County Court to be held in Fossil on Wednesday, May 1, 1935, when this matter is to be discussed. The Commission authorized Division Engineer W. C. Williams and Assistant Office Engineer Oscar Cutler to be present at that meeting.

The Attorney requested authority from the Commission to secure a hearing before the Public Utilities Commissioner, regarding the matter of the reconstruction of the Wallowa Lake Highway under the tracks of the Oregon-Washington Railroad & Navigation Company at La Grande, for an order authorizing this grade separation structure. The Commission granted the request.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution with regard thereto:





WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Spanish Hollow Section, Columbia River Highway | | | | |
| Kennan, Arthur B. | R/W | 1.24 | $15.00 Lump Sum | Schannep |
| Coos County-Oregon Coast Highway | | | | |
| Capps, James A. | Stock Pile | 0.8 | Land $150.00 plus $47.00 | Parker |
| Sweet, A. J. | " " | 0.81 @ | $100.00 per acre plus $5.00 | " |
| Walker, A. J. | " " | 0.89 | $150.00 Lump Sum | " |
| La Grande Section, Wallowa Lake Highway | | | | |
| Clifford, Ada L. | R/W | 17500 sq.ft. @ 3¢ per sq. ft. plus $1275.00 | | Gardiner |
| Noble, Ada A. | " | 90 sq.ft.-$10.00 Lump Sum | | " |
| Munhall, J. L. | " | 7200 sq.ft. @ 5¢ per sq.ft. | | Parker |

The Commission discussed and signed agreements, as follows:

a. Agreement with the O.-W.R.R. & N. Co. and Dalles City in regard to

right of way needed for the construction of the new west entrance of the Columbia River Highway into The Dalles;

b. Agreement with the Southern Pacific Company terminating a storage site lease at Bruce Siding near Corvallis, Benton County;

c. Agreement with the City of Portland providing for the maintenance by the City of Southwest Fourth Avenue (West Side Pacific Highway) from the south line of Southwest Jefferson Street to the south line of Southwest Ash Street, which section is being constructed by the State as a federal aid project, known as Project No. NRM 203-C, 1935;

d. Agreement with the Southern Pacific Company and Tillamook County relating to the relocation of the Oregon Coast Highway between the towns of Mohler and Hobsonville in Tillamook County;

e. Agreement with Dr. Fred F. Thompson, The Dalles, being a revocable lease, providing for the encroachment of Dr. Thompson's service station on the new right of way of the Columbia River Highway at its west entrance into The Dalles.

f. Agreement with Ole Hansen and wife, providing for the construction of a new bridge across Pilot Butte Canal on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County to replace an old structure owned by the Hansens, which it was necessary to destroy in connection with highway construction work.

The Commission adjourned at 12:00 o'clock noon to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in the auditorium of the Public Service Building with all members, the State Highway Engineer, the Attorney, and the Secretary present.

The Attorney reported that it appears necessary to condemn the right of way for the improvement of the Columbia River Highway across the property of Alfred D. Hawk and Lucy Hawk, his wife, at Cascade Locks in Hood River County, and requested authority to start the proceedings in the event further negotiations deem that advisable. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Washburne:

WHEREAS, the State Highway Commission is by law 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 location, improvement, construc-





tion, and maintenance of said highways, and particularly that portion of the Columbia River Highway, otherwise designated as State Highway No. 2, in Hood River County, Oregon, it has been found necessary, and the State Highway Commission has and does hereby determine and declare that it is and will be necessary and of advantage to the State of Oregon, that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the property of Alfred D. Hawk and Lucy Hawk, husband and wife, hereinafter described, which property is necessary and is to be used for the purpose of securing and manufacturing rock, sand, gravel, or other mineral deposits for use as road materials in the construction of said highway, which property is described as follows, to-wit:

Alfred D. Hawk and Lucy Hawk

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of Section 6, Township 2 North, Range 8 East, W. M., Hood River County, Oregon, and being a portion of that tract of land which was conveyed by that certain deed to A. D. Hawk, and recorded in Volume 21, Page 373 of Hood River County Record of Deeds; the said parcel being described as follows:

Beginning at the northeast corner of the Geo. E. Thomas property; said corner being on the westerly line of the State of Oregon Fish Commission property; said corner also being 1749.7 feet north and 438.4 feet west of the southeast corner of said Section 6; thence North 3° 37' West along the westerly line of said State of Oregon property a distance of 339.3 feet; thence North 79° 30' West a distance of 397.14 feet; thence South 3° 37' East a distance of 339.3 feet; thence South 79° 30' East and on the north line of the said Thomas property a distance of 397.14 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 3 acres.

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 parcel of land be procured for the purposes herein stated; and

WHEREAS, the boundaries of said parcel of land heretofore have been ascertained and surveyed;

NOW, THEREFORE, BE IT RESOLVED that the State Highway

Commission shall, and the 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 property above described for the purpose of securing and manufacturing rock, sand, gravel and other materials for use in connection with the permanent construction, improvement, and maintenance of the said Columbia River Highway, and the said Highway Commission does hereby further declare that the said property is needed and necessary for said purposes upon the grounds and for the reasons herein stated and in order to properly maintain and improve said highway.

BE IT FURTHER RESOLVED that the boundaries of the above described parcel of land be and the same hereby are defined, designated, and adopted by the State Highway Commission.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners, and with the tenants, if any there be, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, by reason of the said taking, 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 hereby are 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 Attorney also reported that he has reached a settlement with Mr. J. B. Laber in regard to the acquisition of additional land for right of way for the Cascade Locks improvement, whereby Mr. Laber has agreed to accept the sum of $425 as settlement in full for removing his building from the new right of way that the State has acquired from him, and also agreed to assume full responsibility in connection therewith, including recompense to the tenant of the building. The Commission approved this settlement.

W. H. Lynch, District Engineer of the Bureau of Public Roads, was present and inquired regarding the Commission's program for new federal funds that Oregon is to receive under the provisions of the 1935 relief act which has just passed Congress. The State Highway Engineer gave as his opinion that a program should not be prepared until it is known definitely how much money Oregon is to receive because the distribution to the various districts of the state depends largely on the amount of the federal apportionment; however, he added that there are certain jobs which will probably be included in any program that the Commission arranges, and it would be advantageous to have the plans and specifications for these projects made ready now so no delays on that account will be encountered when the Government money is ready for contracting. He requested authority to complete the plans and specifications for these jobs and to take options for right of way needed in connection therewith. After some discussion the Commission approved the Engineer's request by unanimous vote. The arrangement of a definite construction program was deferred.

The matter of the date and place for the next regular meeting for





receiving bids was discussed by the Commission and it was decided to hold this meeting on Thursday, May 2, 1935, in Portland, starting at 9:00 o'clock a. m. The Secretary was instructed to arrange, if possible, for the use of the auditorium in the Public Service Building.

Mr. Sam Murray, Chief Engineer, O.-W. R. R. & N. Co., was present at the request of the Commission for a conference regarding the construction of the La Grande project involving the reconstruction of the Wallowa Lake Highway under the tracks of the O.-W. R. R. & N. Co. at that place. He was informed that present indications are that this project will be approved for construction as soon as the plans can be prepared for which reason an expression is desired from the railroad company as to its attitude regarding the preparation of the plans for the structure. Mr. Murray stated that the railroad company would prefer to prepare the plans; also that it would take about six weeks to complete them because with his present depleted force he would not be able to assign a man exclusively to this work. The State Highway Engineer suggested that the State pay the salary of a man to be assigned to this particular work, which would expedite the preparation of the plans and the contracting of the project. After some discussion the Commission approved this suggestion and authorized the Engineer to carry this man on the state payroll if he deems that necessary in order to expedite the job.

State Highway Engineer R. H. Baldock brought up the matter of programming the new Federal funds which are to be expended for railroad-highway grade crossing eliminations and asked Mr. Murray if he would be willing to sit in a conference with the Commission and representatives of the Bureau of Public Roads to select the projects. Mr. Murray consented to do this and it was agreed by all that representatives of the Southern Pacific Company and the Northern Pacific Company should also be invited to be present at such conference.

There appeared before the Commission at this time a delegation from Salem and Silverton which requested the Commission to allocate funds to oil the Silver Creek Falls Secondary State Highway in Marion County. The delegation consisted of the following: Howard Hulsey, President, Salem Chamber of Commerce; C. E. Wilson, Manager, Salem Chamber of Commerce; W. E. Hanson and T. M. Hicks, members of the Road Committee of the Salem Chamber of Commerce; Dr. P. A. Loar, President, Silverton Chamber of Commerce; J. H. Porter and Robert Duncan, both of Silverton. Mr. Hulsey was spokesman for the group. He stated that they are interested in this road from a standpoint of drawing tourists to Silver Falls State Park which, he declared, is one of the finest tourist attractions in the Northwest but is not now accessible except over a road that is extremely dusty during dry weather. He exhibited a road map and a folder published by the Salem Chamber of Commerce advertising Silver Creek Falls and vicinity, copies of which he said are mailed to all parts of the world and have much to do with the bringing of visitors to the park which has assumed a popularity of great importance not only to Marion County but to the entire State of Oregon. He urged the Commission to oil this road which leads to the park so that tourists will take away with them a fine and favorable

impression rather than complaints of dusty roads. He also urged the oiling of this road from the standpoint of the farmers residing adjacent thereto who, he stated, complain that the dust seriously damages their fruit and other crops for considerable distances away from the road. Dr. Loar pointed out that the Federal Government has spent considerable sums of money to improve conditions in the park to make it accessible as a tourist attraction and that the oiling of this road means a lot to Marion County and the State because people will not drive over a road where adverse dust conditions are encountered. He added that the road is in fine condition except for the need of a surface of some kind to alleviate the dust nuisance.

The State Highway Engineer stated that it would be a fine thing to oil this road, but there are no secondary state highway monies available to finance the work which he estimated would cost about $142,000. He added that the Federal Government has spent considerable sums of money for the development of the state park under the supervision of the State Parks Engineer, and suggested that if a publicity campaign is inaugurated to advertise Oregon attractions, this park should be given considerable prominence. After considerable discussion Chairman Cabell informed the group that the Commission will take their request under advisement and will give it due consideration in the formulation of a construction program for future federal funds, but no definite commitments can be made at this time because the Commission does not know how much money it is to receive from the Government, neither does it know how the monies are to be expended.

At 3:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Curry County Rock Production Project on the Oregon Coast Highway, furnishing crushed gravel in stock piles between Euchre Creek and Rogue River and between Taylor Creek and the California state line. The only bid received for this project is that submitted by contractor A. S. Wallace, Roseburg, at $15,254.50. This bid is satisfactory to the Commission, and the Commission has awarded the contract to Mr. Wallace at his bid price of $15,254.50.

"Jericho Lane Section of the Hood River Secondary Highway in Hood River County, 0.85 mile road mix oil surface treatment. The low bid is that submitted by Northwest Roads Co., Portland, at $5,837.50. The only other bid received for this job is that of Babler Bros., Portland, at $6,105.00. The Commission has rejected both of these bids and has ordered the project readvertised for bids to be received at the next meeting.

"Siskiyou Summit-State Line Section of the Pacific Highway in Jackson County, furnish crushed rock in stock piles and for shoulder construction. The low bid is that submitted by contractor A. S. Wallace, Roseburg, at $11,286.00. The next low bid is that submitted by R. I. Stuart & Sons, Medford, at $12,430.00. The Commission has awarded this contract to the low bidder, A. S. Wallace, at his bid price of $11,286.00.

"Yamhill County Line-Stratton Ranch Section of the Salem-Dayton





Secondary Highway in Polk and Yamhill Counties, 1.38 miles of grading, surfacing and oil mat surface treatment. The low bid is that submitted by contractors Joplin & Eldon, Portland, at $36,387.00 for Road Oil and Pipe Culvert; $36,611.00 for Tar and Pipe Culverts; $37,031.00 for Road Oil and Concrete Box Culverts, and $37,255.00 for Tar and Concrete Box Culverts. The next low bid is that submitted by Edlefsen-Weygandt Co., Portland, at $36,937.00 using Road Oil and Pipe Culverts and $37,635.50 using Road Oil and Concrete Box Culverts. This contractor did not submit a bid based on using tar. There are six higher bidders. The Commission has deferred the award of this contract pending completion of right of way negotiations and has referred all bids received therefor to the Engineer with power to act.

"Construction of a timber bridge over Mill Creek on the Columbia River Highway in The Dalles, Wasco County. The low bid is that submitted by Louis Johnson & Son, Portland, at $2,504.25. The next low bid is that of Averill & Philpott, Portland, at $2,547.50. There are five higher bidders. The Commission has awarded the contract to the low bidders, Louis Johnson & Son, at their bid price of $2,504.25.

"Sale of used wooden oil storage tanks. The Commission has received only one bid for these tanks, it being that of C. C. Crawley, Brogan, at $15.00 for the 2,300 gallon tank located at Brogan. The Commission has rejected this bid."

Mr. Ray Conway, Manager of the Oregon State Motor Association, came before the Commission in regard to the erection and maintenance of signs on state highway rights of way directing attention to historical monuments and locations. He stated that people are deeply interested in historical locations and would stop and investigate them if they were called to their attention by signs, whereas, under present conditions they pass these places unknowingly. He gave as his thought that the advertising feature alone would fully justify the expense involved. He stated that the practice of signing historical spots has been followed by Eastern states for many years with a great degree of success, and it was his thought that Oregon would benefit similarly if the practice were followed here. He suggested that the Commission conduct an experiment by erecting signs at historical places along one of the main state highways, such as the Columbia River Highway or the Oregon Coast Highway, to gather information for determining a policy for other highways. He estimated that such experiment would cost not to exceed $1,000 which amount, he thought, would probably be returned to the State in a short time in increased gasoline tax returns because the people want to see these historical points of interest and to learn the "story behind the scenery", and will drive long distances in order to secure such information. He offered the services of the Oregon State Motor Association to conduct the survey to determine the locations. He added that if the Highway Commission sees fit to undertake this project, the motor association will publish a booklet describing each of the places marked, giving a short history of each. He suggested the appointment of an advisory group or board to obtain authentic and reliable information and to decide questions of controversial nature that might arise.

The Engineer stated that in his opinion Mr. Conway's suggestion is sound, and recommended a trial section of highway be so signed. Chairman Cabell stated that he also believed that the idea is a very good one, but he would like a little time to think it over before expressing himself definitely in regard thereto. Action on the matter, therefore, was deferred for the time being.

Mr. Joe Shelton, former manager of the Oregon State Motor Association, was present and called attention to a hazardous condition existing at the site of a certain bridge located on the John Day Highway about 17 miles north of Condon in Gilliam County. He stated that the bridge is narrow and is constructed on improper alignment which creates a dangerous condition for travelers who are unfamiliar with the road; furthermore, the State Highway Commission maintains a stock pile site immediately adjacent to the highway at the south end of the bridge, which obstructs the view of the bridge, thus further endangering the lives of the traveling public. He called attention to the fact that these conditions were directly responsible for the wrecking of his car about six months ago, resulting in serious injury to his wife and himself, and advised that his idea in bringing the matter to the attention of the Commission at this time was simply to inform the Commission of the condition so that action necessary to correct it can be ordered. The Commission thanked Mr. Shelton for his report and instructed the Engineer to investigate the matter at once and to reconstruct the stock pile site and erect signs if that appears necessary for the proper protection of the traveling public.

L. G. Apperson, City Engineer, Portland, came before the Commission regarding the improvement of East 82nd Avenue, Portland. He stated that the City cannot meet the demands of the State Highway Commission for a wider right of way because of objections from the property owners. Therefore,all that they have to offer to the Commission is the present right of way which is 60 feet wide. He asked the Commission to award another contract to extend the present improvement of this street notwithstanding that the right of way demand cannot be met, which would preclude the construction of sidewalks at this time. He pointed out that there are no sidewalks existing along the section south of the Foster Road extension, and in that respect the improvement would be identical to the project that is now under construction. There was a question in the minds of the Commission whether or not the Bureau of Public Roads would approve this project without additional right of way or sidewalks. W. H. Lynch, District Engineer of the Bureau of Public Roads, was present and stated that the Bureau would approve the project without the extra right of way. Thereupon the Commission authorized the Engineer to advertise for bids to be received at the next meeting for the construction of another unit of this project, the Commission previously having been assured by its Attorney that the members of the Commission would not assume any personal liability by so doing, nor would any liability be incurred by the State.

Mr. Apperson then asked the Commission to designate a system of state highway routes and connections through the City of Portland to facilitate city planning. The State Highway Engineer exhibited a map of the City of Portland on which was delineated a system of routes which he thought would fulfill the requirements of both the City and the State, and recommended that





the Commission adopt the routes as shown thereon so that signs could be erected to direct traffic properly and effectively. He pointed out that under present conditions it is very difficult for a stranger to find his way through Portland because the city streets connecting with state highways are poorly signed, and gave as his thought that this condition should be corrected as soon as possible. It was the attitude of the Commission that it would be a fine thing if the highway routes were effectively signed, if that could be done without making it too difficult to alter or change routes later on. Accordingly the Commission decided to defer a definite decision in this matter until later. The Engineer and the Attorney were instructed to prepare a form of resolution for the Commission's approval, which resolution is to set forth all the city streets in Portland that the Engineer considers should be designated as state highway routes through the city.

Mr. Apperson also discussed with the Commission the matter of separating traffic at the intersection of arterial streets in Portland with particular reference to his plans for the separation of traffic at the intersection of the East Portland-Oregon City Highway with Tacoma Avenue and at the intersection of Sandy Boulevard and Northeast 39th Avenue. He suggested that the Commission consider in its future plans the designation of East 39th Avenue as another north and south main highway artery across East Portland. The Commission took no action on this matter.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:00 o'clock p. m.

Henry F Cabell
Chairman

State Highway Engineer

E B Aldrich
Commissioner

H B Glaisyer
Secretary

Carl G Washburne
Commissioner

Portland, Oregon, April 23, 1935

The State Highway Commission met in special session at 7:30 o'clock p. m. in Room 204, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Honorable Joseph K. Carson, Jr., Mayor of Portland; City Commissioners

R. E. Riley and Ormond R. Bean; City Attorney Frank S. Grant; City Engineer L. G. Apperson, and Mr. Elliott Corbett, Portland, were present and conferred with the Commission regarding the programming of the moneys that it is expected Oregon will receive this year from the Federal Government for expenditure within the limits of incorporated cities and towns. Chairman Cabell turned the meeting over to Mayor Carson to present their case. Mayor Carson gave as his understanding that the rules and regulations which are to govern the expenditure of the Federal moneys, will require that a certain percentage of this money be expended for the improvement of city streets within the limits of incorporated cities and towns, and if that is a fact, some of the money will have to be spent within the city limits of Portland, and it will be incumbent upon the City of Portland to find suitable projects. He gave as his thought that the most important improvement that could be made in Portland at this time is the construction of a cross-town thoroughfare on the west side of the Willamette River from Sheridan Street on the south, to a convenient connection with the lower Columbia River Highway on the north, and suggested that Front Street would serve such purpose admirably if it were widened and reconstructed to proper standards. He pointed out that by the construction of a diagonal roadway at the south end of Front Street, good connections could be made at Sheridan Street with the West Side Pacific Highway (Barbur Boulevard) and the Pacific Highway leading to Oswego; also, that Front Street could be made to connect very nicely with the Ross Island Bridge and the other streets which lead to the Willamette River bridges and East Portland; furthermore, being situated close to the river front, there would be a minimum amount of cross-traffic except at the streets which lead to the bridges, and at those places traffic could be separated. He alleged that such thoroughfare would greatly enhance west side property which is now badly in need of all the help that it can get in order to bolster up property values. He called attention to the fact that the last Legislature passed a bill providing for the organization of districts for the purpose of acquiring right of way for city improvements, under which law it would be possible for the City of Portland to acquire the right of way needed for this project, at least a portion of it, provided the State would agree to construct the street after the right of way has been obtained. He gave as his thought that no one would object to the widening of Front Street on the easterly side towards the seawall, and he asked the Commission to seriously consider this project in the allocation of this year's Federal moneys.

Mr. Corbett inquired if there is anything to prevent the State from spending money within cities. The Attorney advised that insofar as the Federal money is concerned, there are no restrictions provided the expenditures are made in accordance with the government rules and regulations. The Engineer explained that in the past the Federal money had to be spent on Federal highway connections in and through municipalities and that this money could not be spent on streets that did not form a link in such connections. He suggested that it would be advisable to adopt a master plan of state highway routes through Portland and to secure the approval of this plan by the City of Portland, Multnomah County, the State and the Bureau of Public Roads, and then to work up a construction program of projects in the order of their importance.

City Commissioner Ormond R. Bean approved the suggestion of the





Engineer and advised that he would start at once to work up such master plan.

Commissioner Washburne inquired concerning the financing of the right of way. He was informed by Mr. Corbett that, under the old Bancroft Law, cities were permitted to issue ten-year bonds, however, under the new law a right of way district could be formulated and the district might then obtain a Federal loan which would not have to be repaid for 40 years. City Commissioner Bean explained that under the new law the city could issue bonds for this purpose without the vote of the people, and the bond issue could not be invalidated by less than a 60% vote of the people. Commissioner Washburne then inquired how long it would take to formulate the district and issue the bonds. City Attorney Grant advised that it would take about three months to formulate the district, and City Engineer Apperson stated that it would take about five months to work up complete plans.

The State Highway Engineer gave as his thought that if the right of way can be provided for, there is no question but what certain projects can be included in the current highway program if the Government rules and regulations will permit.

Mr. Riley reported certain information that he gathered on his recent trip to Washington, D. C. He said that while he could obtain no definite information, it was indicated to him that cities were to be given first consideration in the allocation of the new Federal funds, and that the object of the appropriation would be to relieve unemployment as much as possible; further, that the cities would have to prepare the projects, and that liberal interpretation would be given to the matter of routing of Federal highway connections through cities and towns. He also said that it was explained to him that the Government would not buy right of way except in exceptional cases, but that it would probably be possible for the cities to obtain Government loans through the Public Works Administration for such purpose.

Chairman Cabell pointed out that the Commission does not yet know how much money Oregon is to receive from the Federal Government this year; neither does it know how these moneys are to be expended, hence no definite program can be decided on or any definite commitments made at this time. He gave as his thought that the first thing to do would be to adopt a master plan of state highway routes, as suggested by the State Highway Engineer, and then to consider the individual projects on the basis of priority and importance in the same manner as projects have been selected heretofore, and to submit these projects to the Bureau of Public Roads for approval. This plan appeared to be satisfactory to all present, and was adopted by the State Highway Commission unanimously. The State Highway Engineer was thereupon instructed by the Commission to work up the details of the proposed master plan with City Commissioner Bean and City Engineer Apperson.

The conference was terminated at 9:00 o'clock p. m., following which the Commission disposed of routine matters as follows:

The Commission by unanimous vote approved the minutes of the meeting held on April 4, 1935.

The Commission had under consideration the matter of acquiring a site for maintenance headquarters at The Dalles, Wasco County. In this connection the Engineer reported that a suitable site containing about four acres has been found near the west city limits of The Dalles, on the south side of the new highway approach thereto, which is a part of what is known as the Hood property and is now owned by a Mrs. Mabel Falkenhagen of Madras, who offers to sell it to the State for the sum of $800. He stated that the location is a very desirable one and recommended its purchase at the price named, and the construction of a maintenance storage building thereon at an estimated cost of $3,000 or $4,000. The Commission, by unanimous vote, approved the Engineer's recommendation. The question arose as to whether the building should be constructed by contract or as an SERA project. The Engineer was instructed by the Commission to investigate the matter of constructing the building as an SERA project, and to render a report thereon, the idea being that if advantage can be gained, the building will be constructed as an SERA project, otherwise the work will be contracted.

A letter was presented from Corvallis Chamber of Commerce requesting the widening of a two-mile section of the West Side Pacific Highway just south of Corvallis. Letters were also presented from the Astoria Chamber of Commerce and Mr. Ed. Meyer, Jewell, Oregon, requesting the oiling of the Nehalem Secondary Highway through the town of Jewell in Clatsop County; from the Astoria Chamber of Commerce requesting an allocation of funds to complete the construction of the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway; and from E. N. Johnson, Pedee, Oregon, Polk County, requesting the oiling of the secondary highway which passes through the town of Pedee. The Commission by unanimous vote authorized the Engineer to oil the Nehalem Secondary Highway through the town of Jewell. In regard to the remaining petitions, the Commission instructed the Secretary to acknowledge them and state that they will be given due consideration by the Commission in the allocation of funds, but no definite commitments can be made at this time.

The Commission considered and signed an application directed to the Superintendent of the Umatilla Indian Agency, for the acquisition of a stockpile site containing 2.23 acres on the property of Elizabeth Badroads Shillal, adjacent to the Old Oregon Trail in the NW¼ of Sec. 6, T. 1 N., R. 34 E., W. M., Umatilla County.

The Commission also considered and signed a lease agreement with the Southern Pacific Company for the use of a stockpile site located near the Nehalem Secondary Highway at Buxton in Washington County; consideration $10. Lease expires March 15, 1936, with the right of renewal at the same rate.

The Commission had under consideration a letter from the County Court of Harney County recommending that F. C. Dibble, Burns, Oregon, be allowed to haul 16-foot logs over a fifteen-mile section of the Central Oregon Highway between Sage Hen Hill and Burns during Saturday afternoons and Sundays, and during hours of darkness. The Engineer stated that traffic is not very heavy on this road and in his estimation log hauling over it on Saturday afternoons and Sundays would cause no interference. He recommended that a permit be granted covering the Saturday afternoon and Sunday hauling, but that the





request for night hauling be denied. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from the Clackamas County Court endorsing a resolution adopted by the City of West Linn, in which the State Highway Commission is requested to designate as a secondary state highway the county road extending westerly from the Willamette River bridge between Oregon City and West Linn, in Clackamas County, to a connection with the West Side Pacific Highway near the town of Tualatin in Washington County. The Secretary was instructed to inform the County Court that it is contrary to the policy of the Commission to add new roads to the secondary highway system at the present time, but the Commission will be glad to consider the designation of this road as a secondary state highway if and when the secondary state highway system is extended.

The Commission had under consideration resolutions from Cottage Grove Chamber of Commerce, Smith River Grange #585, Reedsport, and from the Reedsport Post, American Legion, requesting the early completion of the Scottsburg-Reedsport Section of the Umpqua Highway in Douglas County, about sixteen miles in length. The Engineer advised that to reconstruct this section properly would cost a large sum of money, probably $1,000,000 which amount the Commission does not have available at the present time. He also advised that the road needs attention and an expenditure of from $6,000 to $10,000 per mile for a light surfacing of rock would probably satisfy conditions for a number of years, but such work would have to be financed with State funds because it would not meet Federal requirements. He recommended that this work be considered. After some discussion the Commission, by unanimous vote, tentatively approved the Engineer's recommendation and instructed him to render a cost report thereon for consideration at the next meeting.

Reconsideration was given by the Commission to the matter of arranging office space for Division Engineer Lytle in the old Central School building at Bend, which the County Court of Deschutes County proposes to remodel for use as a courthouse. The Engineer advised that due to a legal complication there is some question as to whether the County Court will be able to obtain the use of this building, in view of which it might be advisable for the State to proceed with its original plans to construct its own building. He requested instructions from the Commission as to what to do about the matter. After some discussion the Commission decided to hold the matter in abeyance for the time being.

A letter was presented from Alfred A. Loeb, Portland, expressing his hope that "from now on and in the future" the State Highway Commission will expend some of its funds for the purchase of timber tracts and scenic spots along our highways, and less funds for new highway construction. The Commission took no action on this communication.

A letter was presented from Omar C. Spencer, Attorney, Portland, in which the Commission was requested to construct a cattle pass across the Swift Secondary Highway in front of the stockyards of the Portland Union

Stockyards Company, for the benefit and use of shippers of livestock, who are obliged to drive their stock across this road to the stockyards from barges which operate in the Columbia River, which means of transportation, he alleged, in many instances is the only means of transportation available for the handling of livestock to and from the stockyards. The Engineer advised that an investigation has been made of this matter which reveals that a cattle pass would involve the construction of a concrete box culvert 8'x10' in dimensions, at a cost of approximately $3,250; also, that it could not be used during periods of high water because the grade line is low and it would be flooded. After some discussion and in view of the Engineer's report, the Commission denied Mr. Spencer's request.

The Engineer reported that it is no longer necessary to maintain the reduced load limits heretofore in effect on the following highways: The Dalles-California Highway between Bend, in Deschutes County, and Klamath Falls, in Klamath County; Klamath Lake Secondary Highway in Klamath County; John Day Highway between Prairie City in Grant County, and Unity in Baker County; and Alsea-Deadwood Secondary Highway in Benton County. He recommended the lifting of the reduced load limits from these highways, and the restoration of the weight limits specified by statute. The Commission approved the Engineer's recommendation, and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, on the fourteenth day of November, 1933, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201 between the town of Alsea and the Lincoln County Line in Benton County; and

WHEREAS, on the eighteenth day of January, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the JOHN DAY HIGHWAY from Prairie City, in Grant County to Unity in Baker County; and

WHEREAS, on the thirty-first day of January, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the KLAMATH LAKE SECONDARY HIGHWAY from Klamath Falls to a point 15 miles northerly thereof in Klamath County; and

WHEREAS, on the eleventh day of February, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the THE DALLES-CALIFORNIA HIGHWAY from Bend, in Deschutes County, to Klamath Falls, in Klamath County; and

WHEREAS, subsequent to the passage of said resolutions conditions have changed so that it is now no longer necessary or





desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limit set out in said resolutions on the ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201 between the town of Alsea and the Lincoln County line in Benton County; the JOHN DAY HIGHWAY from Prairie City in Grant County to Unity in Baker County; KLAMATH LAKE SECONDARY HIGHWAY from Klamath Falls to a point 15 miles northerly thereof in Klamath County, and THE DALLES-CALIFORNIA HIGHWAY from Bend, in Deschutes County, to Klamath Falls, in Klamath County;

NOW, THEREFORE, BE IT RESOLVED that the actions of the State Highway Commission reducing the maximum permissible load limit on the ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201 between the town of Alsea and the Lincoln County Line in Benton County; the JOHN DAY HIGHWAY from Prairie City in Grant County to Unity in Baker County; the KLAMATH LAKE SECONDARY HIGHWAY from Klamath Falls to a point 15 miles northerly thereof in Klamath County, and THE DALLES-CALIFORNIA HIGHWAY from Bend, in Deschutes County, to Klamath Falls, in Klamath County, be and the same hereby are rescinded and cancelled as of this date, and the maximum load limit permissible on the said sections of the said highways hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the County Clerk of each county in which said highways are located, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

Letters were presented from E. A. Hollingshead, Portland; Seaside Chamber of Commerce; East Side Commercial Club, Portland; and Gill Bros. Seed Company, Portland, urging the Commission to allocate funds for the completion of the 17-mile section of the Wolf Creek Highway between Sunset Camp and Elsie in Clatsop and Washington Counties, so as to open up this road to general public travel at the earliest possible time. The Commission ordered the communications filed in the Department's records.

A petition was presented from 72 residents and tax payers of the town of Noti, Lane County, requesting the oiling of a one-half mile section of the Eugene-Swisshome Secondary Highway which passes through their town, so as to alleviate the dust nuisance which prevails during the dry season. The Engineer recommended that the petition be granted. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from the Board of County Commis-

sioners of Multnomah County, in which the State Highway Commission is requested to establish a speed limit of twenty-five miles per hour for traffic through the Parkrose District just east of Portland City Limits, where the highway is lined with business buildings and traffic is considerably congested. The Engineer recommended the granting of this request. The Commission, by unanimous vote, approved his recommendation and authorized him to erect appropriate signs along the highway through this District, limiting traffic to an indicated speed of twenty-five miles per hour.

The Commission had under consideration communications as follows:

A letter from the Taft-Nelscott Chamber of Commerce, Taft, Oregon, urging the allocation of federal funds for additional construction work on the Siletz River Secondary State Highway in Lincoln County.

A letter from Chas. E. Baird, County Judge of Baker County, requesting an allocation of funds for a number of road projects in Baker County.

A petition signed by 206 residents of the Freewater District of Umatilla County, requesting the improvement of the Sunnyside-Umapine Secondary Highway in Umatilla County.

The Secretary was instructed to acknowledge receipt of these communications and state that the Commission will be pleased to consider them when allocating funds for this year's construction.

A letter was presented from Mayor Elisha Large, Eugene, urging the Commission to resurface the present Pacific Highway route through their city between Van Buren and High Streets, as was contemplated in the Commission's original construction program of 1934, particularly the 6th Street unit which carries the heaviest traffic of any street in the city and has never been improved, and further urging the adoption of the 6th Street route as the permanent routing of this highway through their city. The Engineer advised that the Bureau of Public Roads will not approve an expenditure of federal funds for the improvement of the present highway route through Eugene because it probably will be abandoned as a highway route if the proposed relocation of the Pacific Highway between Eugene and Junction City materializes. He further advised that the Sixth Street unit is particularly in need of repair and suggested, in view of the attitude of the Bureau of Public Roads, that such work be done as a strictly state project by one of the state paving crews which could do a satisfactory job of patching and resurfacing that would last for a long time, for about $5,000, an amount considerably less than the estimated cost of the standard job originally contemplated. After due consideration of this matter and in view of the circumstances surrounding





the case, the Commission approved the Engineer's suggestion by unanimous vote and authorized him to include this improvement in this year's program of work to be performed by the state paving crews.

The Commission had under consideration and adopted by unanimous vote the following resolution relating to the condemnation of right of way for the West Side Pacific Highway across the property of one Chas. Bruce in Tract 8, East Newberg Subdivision, Yamhill County, Oregon, wherein the Commission declares its intention to pay the cost of this right of way with State funds, and instructs the Attorney of the Commission to oppose the motion of the defendant in the case for change in place of trial.

WHEREAS, the State of Oregon, by and through its State Highway Commission, heretofore has filed in the Circuit Court of the State of Oregon for the County of Yamhill a condemnation complaint seeking to appropriate for right of way purposes certain real property owned by Charles Bruce, on which a mortgage is held by Herbert B. Miller, which said real property consists of a tract of land immediately adjacent to and abutting upon the existing right of way of the West Side Pacific Highway and which said real property is located in Tract 8, East Newberg Subdivision, situated in the north one-half ($N\frac{1}{2}$) of the Richard Everest D.L.C. No. 52 in Township 3 South, Range 2 West, W. M., in Yamhill County, Oregon; and

WHEREAS, Yamhill County heretofore has acquired the existing right of way for the West Side Pacific Highway at the said point; and

WHEREAS, it is and for a long time last past has been the policy and plan of the State Highway Commission to make compensation for additional rights of way from state highway funds when the original rights of way for state highways affected thereby have been acquired by the various counties and have been paid for from county funds; and

WHEREAS, under Section 44-117, Oregon Code 1930, the State Highway Commission is authorized to acquire, in the name of the State, either by purchase, donation, agreement, or by the exercise of the power of eminent domain, lands or grounds necessary, in the judgment of the State Highway Commission, for additional rights of way for widening or changing the alignment on improved state highways, and is authorized to approve for payment out of the state highway fund the compensation or price agreed to be paid therefor; and

WHEREAS, the land sought to be condemned and appropriated in the said condemnation action is for additional right of way for widening and changing the alignment on the heretofore improved section of the West Side Pacific Highway at the location in question and is additional right of way such as the State

Highway Commission is authorized and empowered to pay for out of the state highway fund; and

WHEREAS, the defendant Charles Bruce has filed in the said cause and action a motion for change in place of trial, upon the grounds and for the reason that if the said case were to be tried in Yamhill County the jurors empaneled to try said action would be interested in the outcome of said action and in the payment of the sum awarded to the defendant for the lands condemned and it therefore would be impossible for the defendant to secure a fair and impartial trial in said County;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission of the State of Oregon does hereby declare that the right of way heretofore referred to to be acquired from the said defendants, Charles Bruce and Herbert B. Miller, will and shall be paid for from the state highway fund under the jurisdiction and control of the State Highway Commission without any cooperation or participation in the cost thereof from any of the funds of Yamhill County.

BE IT FURTHER RESOLVED that J. M. Devers, Attorney for the State Highway Commission, hereby is authorized and directed to file a copy of this resolution in the records of the condemnation case above stated in the Circuit Court of the State of Oregon for the County of Yamhill, which said copy of this resolution shall be duly certified by the Secretary of the Commission, and the Attorney of the Commission is further directed and instructed to oppose the said motion for change in place of trial.

The Engineer reported that the Department's three Studebaker automobiles which are being operated by Division Engineers Chandler, Lytle and Williams, are in very poor condition and costly to keep in repair and should be replaced because they are undependable and expensive to operate. He requested authority to trade in these cars as part purchase price on three new cars of similar type, at a total estimated cash outlay of $3,000. The Commission granted his request by unanimous vote, with instructions to make this purchase through the State Purchasing Agent in the usual manner.

Reconsideration was given by the Commission to the matter of the adoption of various highway routes in and through the City of Portland. The Engineer submitted a list of routes and recommended their adoption as temporary routes for the purpose of signing them to guide and direct traffic. After a careful study and discussion of this matter the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

WHEREAS, pursuant to the provisions of Section 44-2705, Oregon Code, 1930, the State Highway Commission is authorized and directed "whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state,





to select and designate the street or streets of such incorporated town or city over which the said state highway shall be routed, and said State Highway Commission is further authorized and directed to erect and maintain suitable road signs on and along said street or streets at such places and of such material and design as the said commission may select"; and

WHEREAS, the Columbia River Highway; the Pacific Highway, West Side; the Pacific Highway, East Side; the Tualatin Valley Highway; and the East Portland-Oregon City Highway are each and all of them state highways, and are correlative with the U. S. highway routes hereinafter named, the several and respective routes of which highways enter and pass through the corporate limits of the City of Portland; and

WHEREAS, in response to the demands and provisions of said statute it is the purpose and plan of the State Highway Commission to designate and select streets of the City of Portland over which temporarily to route traffic entering said city from and over said several highways and routes, reserving the permanent designation and selection of said streets until such time as necessary facts and information with respect to such matters can be obtained; and

WHEREAS, the Commission does not now have, nor is there at this time available, sufficient data, facts or information upon which to base a permanent designation or selection of the street or streets over which to route said highway traffic; and

WHEREAS, for the sole purpose of directing traffic through the corporate limits of said City, the street or streets hereinafter named shall be deemed to be temporary designations only;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by the State Highway Commission, all members being present and affirmatively participating, as follows:

1. That traffic entering, passing through and/or leaving Portland and using for such purpose U. S. Routes 99, 99E, 99W, U. S. Route 30, U. S. Route 30 (By-pass), U. S. 30 Alternate, and Oregon Routes 8, 10, 50 and 213 and spur to U. S. Route 99E and spur to U. S. Route 99W, shall until modified, altered or changed by order of the Commission be carried or routed over the following streets with respect to the following respective routes:

Route U. S. 99

Entering Oregon via the Interstate Bridge at Vancouver, and running southwesterly to a junction with routes U. S. 99W and U. S. 99E at the junction of the Union Avenue and Denver Avenue approaches to said bridge.

Beginning again at the intersection of S. W. Porter St., S. W. Corbett Ave., and S. W. Kelly Ave., and running south on S. W. Corbett Ave. to S. W. Kelly Court, thence southeasterly on S. W. Kelly Court to S. W. Gibbs St., thence east on S. W. Gibbs St. to S. W. Macadam Ave., thence south on S. W. Macadam Ave. to the south city boundary.

North-bound traffic on said route shall be routed north on S. W. Macadam Ave. to S. W. Grover St., thence west on S. W. Grover St., to S. W. Kelly Ave., thence northwesterly on S. W. Kelly Ave. to its junction with S. W. Corbett Ave., and S. W. Porter St.

Route U. S. 99E

Beginning at the junction of the Union Ave. and Denver Ave. approaches to the Interstate Bridge and running southeasterly on said Union Avenue approach to N. E. Union Ave. and N. E. Columbia Blvd., thence south on N. E. Union Ave., to E. Burnside St., thence south on S. E. Union Ave. to S. E. Lincoln St., thence southeast on S. E. Union Ave. to S. E. Division St., thence east on S. E. Division St. to S. E. 11th Ave., thence south on S. E. 11th Ave. to S. E. Milwaukie Ave., thence south on S. E. Milwaukie Ave. to S. E. Powell Blvd., thence southeast on S. E. Powell Blvd. to S. E. 17th Ave., thence south on S. E. 17th Ave. to S. E. McLoughlin Blvd., thence south on S. E. McLoughlin Blvd. to the south city boundary.

North-bound traffic over this route shall be routed over the same streets as above with the exception that between the junction of S. E. Milwaukie Ave. and S. E. 12th Ave., and the junction of S. E. 11th Ave. and S. E. Division St., such traffic shall be routed north on S. E. 12th Ave. to S. E. Division St. and thence west on S. E. Division St.

Route U. S. 99W

Beginning at the junction of the Union Avenue and Denver Avenue approaches to the Interstate bridge, and running south on said Denver Avenue approach and on N. Denver Avenue to the intersection of N. Denver Avenue and N. Lombard St., thence east on N. Lombard St. to N. Interstate Ave., thence south on N. Interstate Ave. to N. E. Broadway, thence southwest across the Broadway bridge to N. W. Broadway, thence south on N. W. Broadway to W. Burnside St., thence south on S. W. Broadway to S. W. Pine St., thence east on S.W. Pine St. to S. W. 6th Ave., thence south on S. W. 6th Ave. to S. W. Sheridan St., thence east on S. W. Sheridan St. to S. W. 4th Ave., thence south on S. W. Barbur Blvd. to the city boundary.

North-bound traffic on this route shall be routed over the same streets as set forth above except that between the intersection of S. W. 4th Ave. and S. W. Sheridan St., and the intersection of N.





W. Broadway and W. Burnside St., north-bound traffic shall be routed north on S. W. 4th Ave. to W. Burnside St., thence west on W. Burnside St. to N. W. Broadway.

Route U. S. 30

Entering Portland via the Lower Columbia River highway, thence southeast on N. W. St. Helens Road to the intersection of N. W. 29th Ave., N. W. Nicolai St. and Wardway, thence southeast on Wardway to N. W. Vaughn St., thence east on N. W. Vaughn St. to N. W. 19th Ave., thence south on N. W. 19th Ave. to W. Burnside St., thence east on W. Burnside St., the Burnside Bridge and E. Burnside St. to N. E. Sandy Blvd., thence northeast on N. E. Sandy Blvd. to the east city boundary.

Route U. S. 30 (By-pass)

Beginning at the intersection of N. W. St. Helens Rd. and the north approach to the St. Johns Bridge and running southeast on said approach to the west end of said bridge, thence northeast across said bridge to N. Philadelphia Ave., thence northeast on N. Philadelphia Ave. to N. Jersey St., thence southeast on N. Jersey St. to N. Columbia Blvd., thence east on N. Columbia Blvd. to N. Lombard St., thence southeast and east on N.Lombard St. to N. Williams Ave., thence east on N. E. Lombard St. to N. E. Columbia Blvd., thence southeast on N. E. Columbia Blvd. to its intersection with N. E. Sandy Blvd.

Route U. S. 30 (Alternate)

Beginning at the intersection of N. E. 12th Ave., N. E. Sandy Blvd. and E. Burnside St., and running east on E. Burnside St. to S. E. Gilham Ave., thence southeast on S. E. Gilham Ave. to S. E. Thorburn St., thence southeast on S. E. Thorburn St. to S. E. Stark St., thence east on S. E. Stark St. to the east city boundary.

Route Oregon 8

Beginning at the intersection of S. W. 4th Ave. and S. W. Jefferson St. and running northwest on S. W. Jefferson St. to S. W. Canyon Rd., thence west and south on S. W. Canyon Rd. to the west city boundary.

Note: Route Oregon 8 will be re-designated as Route Oregon 2 upon completion of the Wolf Creek Highway.

Route Oregon 10

Beginning at the intersection of S. W. Barbur Blvd. and S. W. Slavin Rd. and running west on S. W. Slavin Rd. to S. W. Capitol Hwy., thence west on S. W. Capitol Hwy. to the west city

boundary.

Route Oregon 50

Beginning at the intersection of S. W. 4th Ave. and S. W. Sheridan St. and running east on S. W. Sheridan St. to S. W. 3rd Ave., thence south on S. W. 3rd Ave. to S. W. Arthur St., thence east on S. W. Arthur St. to S. W. Kelly Ave., thence southeast on S. W. Kelly Ave. to S. W. Corbett Ave., thence south on S. W. Corbett Ave. to the west end of the Ross Island Bridge, thence east on Ross Island Bridge to S. E. Powell Blvd., thence east and southeast on S. E. Powell Blvd. to the east city boundary.

West-bound traffic on this route shall be routed over the same streets as above except that between the intersection of S. W. 3rd Ave. and S. W. Sheridan St., and the intersection of S. W. 4th Ave. and S. W. Caruthers St., west-bound traffic shall be routed north on S. W. 3rd Ave. to S. W. Caruthers St., and thence west on S. W. Caruthers St. to its intersection with S. W. 4th Ave.

Route Oregon 213

Beginning at the intersection of N. E. Sandy Blvd. and N. E. 82nd Ave. and running south on N. E. 82nd Ave. and S. E. 82nd Ave. to the south city boundary.

Miscellaneous
Spur to U.S.99E

Beginning at the intersection of S. W. 4th Ave. and S. W. Sheridan St. and following the route of Oregon 50 to the intersection of S. E. Milwaukie Ave. and S. E. Powell Blvd. This spur will be for south-bound traffic only.

Spur to U.S.99W

Beginning at the intersection of S. E. Powell Blvd. and S. E. Milwaukie Ave. and following the route of Oregon 50 to the intersection of S. E. 4th Ave. and S. E. Caruthers St. This spur will be for north-bound traffic only.

2. That said street, streets or parts of streets hereby are temporarily designated as the street, streets or parts of streets over which shall be routed highway traffic entering, passing through and/or leaving the City of Portland from the above points of entrance or departure; provided, however, that each and all of said routes are subject to change, modification or alteration in whole or in part at any time by order of the Commission.

3. That this resolution be entered in the minutes of the Commission and a certified copy thereof delivered to the United States Bureau of Public Roads, to the Mayor of the City of Portland and to the American Automobile Association.

APR 23 1935



The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. After careful consideration of the list of properties submitted, the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon; and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon;

BE IT FURTHER RESOLVED that the Attorney for the State Highway Commission be and he hereby is instructed to delay the completion of the acquisition of the two parcels of land hereinafter listed on the Valades Ranch-Flat Creek Section of the John Day Highway until such time as the receiving of bids for and the contracting of the work on the said section has been ordered. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Lakeview Section-Fremont Highway | | | | |
| I. O. O. F. Lodge #63 | R/W | 2.19 | @ $1.00 Nominal | McCallister |
| Rufus Section-Columbia River Highway | | | | |
| Addington, John G. | Stock Pile | 2.03 | @ $40.00 per acre | Parker |

APR 23 1935

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **The Dalles Section-Columbia River Hwy.** | | | | |
| Shell Oil Company | R/W | 0.21 | @ $1.00 Nominal | Gardiner |
| **Troutdale-Multnomah Falls-Columbia River Hwy. Relocation** | | | | |
| Schaller, Oscar | R/W | 2.67 | @ $60.00 Lump Sum | Bentley |
| **Middleton-Newberg Section-West Side Pacific Hwy.** | | | | |
| Astleford, Abram | R/W | 0.063 | @ $25.00 Lump Sum | Benson |
| Yokel, Henry W. | R/W | 0.41 | " 35.00 " " | Benson |
| **Valades Ranch-Flat Creek-John Day Hwy.** | | | | |
| Moore Estate, Chas. M. | Gravel Pit | 1.839 | 1.43 Ac. @ $25.00 per Ac.<br>0.409 " " 100.00 " "<br>plus $12.00 | Benson |
| Officer, Floyd L. | Gravel Pit | 1.57 | @ $25.00 per Ac. plus $37.00 | Benson |
| **Kinzua Junction-Service Creek-John Day Hwy.** | | | | |
| Kinzua Lumber Co. | Quarry Site | 3.34 | $150.00 Lump Sum | McCallister |
| " " " | Stock Pile | 0.76 | 75.00 " " | Benson |
| **Bear Gulch-John Day-Burns Hwy.** | | | | |
| Bartlett, Erma | R/W | 22.00 | $150.00 Lump Sum | Benson |
| **McNary-Oak Point-Independence Hwy.** | | | | |
| Ladd & Bush Trust Co. | Drain Pipe Easement | | $1.00 Nominal | McCallister |
| **Denmark-Port Orford-Oregon Coast Highway** | | | | |
| Goss, John D., Trustee | Stock Pile | 1.54 | $100.00 per Ac. | Parker |
| **Bandon-Langlois-Oregon Coast Hwy.** | | | | |
| Squire, R. W. | Stock Pile | 20,000 Sq. Ft. | $200.00 Lump Sum | Parker |
| **Gales-Dixie Section-Old Oregon Trail Hwy.** | | | | |
| Feldenheimer Investment Co. | R/W | 7.96 | $150.00 Lump Sum | Parker |
| **Florence-Glenada Section-Oregon Coast Hwy.** | | | | |
| Sanborn, C. B. | R/W | 1,371 Sq.Ft. | @ 1 cent per Sq.Ft. | Parker |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amount | Agent |
|---|---|---|---|---|
| **Trehorn-Buxton Section, Nehalem Secondary Highway.** | | | | |
| Columbia County Court | Stock Pile | 0.47 | Gratis | Benson |

In connection with this matter the Commission decided that hereafter the form of resolution authorizing the Attorney to complete the acquisition of real property be worded so as to make clear differentiation between properties which are to be acquired at once without further formal record and properties the acquisition of which is to be delayed until such time as the project involved has been ordered for construction, although the option prices are approved. The Commission also decided that hereafter in cases where property is being deeded to the State without charge an appropriate letter should be sent by the Secretary to the donor expressing the Commission's appreciation for the gift.

The Commission had under consideration the matter of regulation of traffic along the West Side Pacific Highway through the town of Multnomah in Multnomah County. On account of the fact that the Attorney questioned the authority of the Commission to regulate parking off the paved portion of the roadway, the Commission decided to limit its orders to the business district only, where the highway is surfaced the full width of the street. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the residents of Multnomah in Multnomah County in Section 20, Township 1 South, Range 1 East, W. M., heretofore have petitioned the State Highway Commission for the placing of signs regulating the parking of vehicles on that portion of the West Side Pacific Highway, also known as Southwest Capitol Highway, between the easterly end of the overcrossing over the tracks of the Oregon Electric Railway Company and the point of intersection of the said West Side Pacific Highway with Southwest 35th Avenue; and

WHEREAS, the said section of the West Side Pacific Highway, also known as the Southwest Capitol Highway, between the points in question is narrow and the parking of motor vehicles or other vehicles at an angle to the curbs or sidewalks thereof results in the said vehicles projecting out into and onto the traveled portion of the highway; and

WHEREAS, the said parking of vehicles in the said manner results in obstruction of the traveled portion of the highway and constitutes and will continue to constitute a source of danger and hazard to traffic upon the said highway if permitted to continue; and

WHEREAS, it is and will be, and the Commission hereby finds that it is and will be, conducive to the safety of the general public, both as to traffic using the said section of highway and pedestrians using the sidewalks adjacent thereto or crossing said highway, if this Commission shall adopt and promulgate rules and regulations for the parking of motor vehicles on and along said section of highway and

shall place adequate signs, markers, traffic stripes, or other notices to the public showing and indicating the regulation of such parking;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of Oregon that all parking of vehicles on the section of the West Side Pacific Highway, also known as Southwest Capitol Highway, between the easterly end of the existing overcrossing over the tracks of the Oregon Electric Railway Company at Southwest 36th Avenue and the point of intersection of the said section of highway with Southwest 35th Avenue at Multnomah, be and the same hereby is restricted to parking adjacent and parallel to the curbs or sidewalks along said highway.

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is authorized and instructed to provide, place, and maintain adequate signs of the standards adopted by this Department and to mark out, paint, and maintain adequate and sufficient traffic stripes for the purpose of giving notice to the public of the parking rules and regulations hereby and herein adopted and promulgated, and the Secretary of the Commission hereby is instructed to transmit a duly certified copy of this resolution to the Superintendent of State Police and to the Sheriff of Multnomah County.

The Commission also discussed the matter of regulating the parking of cars along the right of way of the Pacific Highway at the curve at the west end of the Willamette River Bridge between Oregon City and West Linn. In the discussion of this matter it was brought out that the pavement at this point does not extend the full width of the roadway, for which reason the Commission deferred its decision with regard thereto until the space between the existing pavement and curb or sidewalk has been paved. The Engineer was authorized by the Commission to pave this area as soon as he can do so conveniently, following which the Commission will make its order, and signs prohibiting parking at this location may then be erected.

The Commission had under consideration the matter of the award of the contract for the improvement of the Columbia River Highway through the town of Cascade Locks, for which bids were taken on March 26th, but the award deferred at that time pending satisfactory conclusion of right of way matters. The Engineer reported that the right of way difficulty has been disposed of satisfactorily to all concerned and suggested the award of the contract at this time. He recommended the acceptance of the bid of F. J. Kernan which was the lowest bid received for this job. W. H. Lynch, District Engineer for the Bureau of Public Roads, was present and concurred in this recommendation. Thereupon the Commission, by unanimous vote, awarded this contract to F. J. Kernan, the low bidder, as of April 24th, at his bid price of $34,414.50.

Commissioner Washburne presented a letter from Mrs. P. J. Hanns, Camp Chairman of the Girl Scouts of Eugene and Lane County, requesting the exclusive use of a portion of the state park located at Cleawox Lake in





western Lane County, in connection with their summer camp activities. It appeared from the letter that the Girl Scouts are now leasing from the United States Forest Service five acres adjoining this state park, but they need additional land with lake frontage, and have selected the state park property because it meets their requirements admirably. The Commission expressed themselves as being in sympathy with the Girl Scout movement and favorable to granting the request, but decided to defer definite action thereon pending recommendation from State Parks Engineer. The Secretary was instructed by the Commission to so inform Mrs. Hanns and to ask the State Parks Engineer for such recommendation.

The Engineer reported that the following contracts for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1647 with Shattuck & Neland, construction of the Milwaukie undercrossing on the East Portland-Oregon City Highway in Milwaukie, Clackamas County; completed April 10, 1935;

Contract No. 1662 with C. J. Montag, construction of a bridge over the Oregon Electric railroad tracks on the West Side Pacific Highway in Multnomah County; completed March 10, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1647 with Shattuck & Neland, construction of the Milwaukie undercrossing on the East Portland-Oregon City Highway in Milwaukie, Clackamas County:

Contract No. 1662 with C. J. Montag, construction of a bridge over the Oregon Electric railroad tracks on the West Side Pacific Highway in Multnomah County.

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

The Commission adjourned at 11:00 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following day in the auditorium of the Public Service Building.

Portland, Oregon, April 24, 1935.

The State Highway Commission met in special session at 9:00 o'clock a. m. in the auditorium of the Public Service Building in accordance with previously published notice, to hear delegations in regard to the allocation of the 1935 highway construction funds. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Because of the large number of delegations to be heard, the Commission decided to limit each delegation to ten minutes. Chairman Cabell informed each group that the Commission does not yet know how much money it is to receive this year from the Government; neither has the Commission received the rules and regulations which will govern the expenditure of these monies; hence is not in position to make any definite commitments at this time, the purpose of the meeting being simply to secure an expression from the various districts of the State as to the projects which they feel should be given preference in the formulation of the highway construction program. He asked each group to submit a list of their projects in writing arranged in order of preference.

A delegation from Grant County, consisting of Edwin Hicks, U. S. Attorney, Portland; P. A. Retrum, County Judge, Canyon City; John Porter, County Commissioner, Prairie City; L. E. Lucas, County Engineer, E. L. Knox, merchant, Ronald Bigg, stockman, Chas. M. Casady, Mayor, all of John Day; J. S. Guttualgd, stockman, J. L. Stalker, druggist, D. W. Fisk, garage owner, Walter Wilcox, stockman, and Jas. Dixon, barber, all of Prairie City, requested improvements along the John Day Highway. Mr. Hicks was spokesman for the group. He stressed the importance of the reconstruction of the John Day Highway between Prairie City and the Ochoco Highway junction by realigning, widening and resurfacing, and asked the Commission to concentrate its activities in this district on such construction. He stated that the County now has outstanding $400,000 of road bonds, which were voted to finance the construction of the John Day Highway, but all they have to show for it is a road which, in his opinion, is a disgrace to the state highway system.

The delegation also asked the Commission to extend the Kimberly-Monument Secondary State Highway easterly from its present terminus at Monument to a connection with the Pendleton-John Day Highway at Long Creek in Grant County. They pointed out that the county bridge, over the John Day River at Monument, is in very bad condition and should be replaced with a new structure but the County is not able to finance the project. As a third project, the delegation asked the Commission to designate and construct as a secondary state highway the county road which extends down the Middle Fork of the John Day River from the town of Austin through Susanville to a connection with the Pendleton-John Day Highway north of Long Creek. They advised that the John Day Highway improvement and the extension of the Monument Secondary Highway are the two projects of most importance to Grant County.





A delegation from Klamath County, consisting of Earl Reynolds, Secretary of Klamath County Chamber of Commerce; Roy Tabor and Wm. F. B. Chase, County Commissioners; E. A. Thomas, City Engineer of Klamath Falls, representing the City Planning Commission, and H. B. Bosworth, President of Roads and Highways Committee of the Klamath County Chamber of Commerce, who was spokesman for the group, appeared before the Commission and offered the following projects for the Commission's consideration:

1. Complete grading, surfacing and oiling of the Klamath Falls-Weed Highway, and construct the overhead crossing of the Southern Pacific tracks at Midland; also construct the bridge and overcrossing of the Great Northern railroad at the Klamath River;

2. Construct the following improvements on The Dalles-California Highway: Railroad overcrossing at Modoc Point and at Hagar; reconstruct the bridge over Lost River; also reconstruct the bridge at Diversion Canal, M. P. 293.8;

3. Reconstruct highway from Terminal City north to Crooked Creek through Chiloquin, and construct extension of the highway southeasterly from the town of Merrill to a connection with the Lava Beds National Forest Highway in the State of California;

4. Contract the surfacing of the graded portion of the Willamette Highway in Klamath County;

5. Construct railroad overcrossing on the Klamath Falls-Lakeview Highway at Olene; reconstruct the undercrossing at M. P. 7 on this highway; also reconstruct the overcrossing at Dairy. They also asked for funds to reconstruct this entire highway up to modern standards, including grading, surfacing and oiling;

6. Grade and surface Ft. Klamath-Park Boundary Section of the Crater Lake Highway;

7. Complete the survey of the Klamath Lake Secondary Highway No. 421 throughout its entire length, and allocate funds for at least one unit of construction.

The delegation submitted a list of the projects and informed the Commission that the extension of The Dalles-California Highway southeast of Merrill to the California state line should be given priority over other projects in the allocation of the new federal funds.

Mr. Thomas offered the following projects in behalf of the Klamath Falls City Planning Commission:

1. Construct underpass on Main Street under the tracks of the Great Northern and Southern Pacific railroads, including the resurfacing of Main Street from Esplanade to Spring Street;

2. Construct alternate route for The Dalles-California Highway through Klamath Falls from the center of the city to a connection with the present highway north of Klamath Falls, traversing Hot Springs Addition and passing under the Southern Pacific railroad on Esplanade, including paving work and construction of an underpass canal;

3. Widen and resurface South Sixth Street pavement from Sixth Street viaduct to the south city limits of Klamath Falls on The Dalles-California Highway route;

4. Construct new pavement approaches to Link River bridge on the designated Green Springs Highway route and widen South River Side from Main Street to the city limits;

5. Widen Ninth Street from Main Street to Prospect Street on the designated route of The Dalles-California Highway;

6. Widen Oregon Avenue and Nevada Avenue from Biehn Street to California Avenue, and construct a hard-surface pavement on the Klamath Lake Secondary Highway west from California Avenue to the city limits.

County Commissioner Tabor submitted a list of county road projects and asked the Commission to give these consideration in the event the federal rules and regulations permit the expenditure of federal funds for the improvement of county roads. The list included the following projects:

Regrading and Resurfacing:

North End Klamath Basin Road, 21.8 miles
South End Klamath Basin Road, 42.8 miles
Langell Valley and Poe Valley Roads, 60 miles
Sprague River Valley Road, 30 miles
Wood River Valley Road, 9 miles
Klamath Marsh Road, 7 miles

New Construction:

Crescent Cutoff, 6 miles
Crescent Lake Road, 2 miles
Lake of the Woods Road, 5 miles
North Poe Valley Road, 3.5 miles
Poe Valley Road, via Freuer Ranch, 4 miles
Barnes Valley Road, 14 miles

Rock Excavation, Revision, Alignment and Grade:

Market Road No. 3 near Bonanza
Regrade Market Road No. 3 near Lorella





Fencing

10.3 miles on the Klamath Falls-Weed Secondary Highway

Bridges

Construct Bridge over North Fork of Sprague River west of Bly including approaches and channel change

Mr. Ed. W. Miller, Manager of Oregon Coast Highway Association, and Mr. W. A. Lovelace, Reedsport, appeared before the Commission and asked for the construction of the Umpqua Highway in the town of Reedsport to a connection with the Oregon Coast Highway, and a 3/4 mile section of that highway just outside of Reedsport. Mr. Miller also spoke for further construction on the South Santiam Highway and emphasized the importance of allocating funds for the construction of approaches to the five Coast Highway bridges. He also asked the Commission to improve the present ferry service on the Oregon Coast Highway pending completion of the bridge structures. He particularly requested the substitution of a 20-car barge for supplementary ferry service across Yaquina Bay at Newport and that ferry service start at 6:00 o'clock a. m., rather than 7:00 o'clock as at present, for the convenience of laborers employed on the bridge. Mr. Miller stated that the most urgent project on the coast that the Oregon Coast Highway is interested in is the completion of the gap in the Cannon Beach-Neahkahnie Mountain Road and the extension of this road from Manzanita to the present connection of the Oregon Coast Highway near Fisher's Point in Tillamook County. He also urged an allocation of funds to reconstruct the highway through the Bunker Hill district south of Marshfield.

Mr. Miller at this time invited the Commission to attend the semi-annual meeting of the Oregon Coast Highway Association which is to be held at Marshfield on April 27. The Commission thanked him for the invitation.

Chairman Cabell asked Mr. Miller to submit a list of the projects in order of priority, which he agreed to do.

A delegation from Douglas County, consisting of County Judge George K. Quine, Guy Cordon, District Attorney, and W. C. Harding, Secretary of the Roseburg Chamber of Commerce, and Morris Bowker, City Engineer of Roseburg, asked the Commission for the following improvements:

1. Reconstruct Turkey Hill Section of Pacific Highway;

2. Reconstruct Pacific Highway so as to eliminate railroad grade crossings at Shady Point and Wilbur;

3. Relocate Pacific Highway through City of Roseburg;

4. Regrade the Fate Section of the Tiller-Trail Secondary State Highway and also reconstruct this highway between Drew and Tiller which was built in 1917 as a cooperative project between the County, State, and Federal Government.

The following persons appeared in behalf of road projects in Coos County: Hugh McLain, County Judge, and Dr. George E. Dix. Dr. Dix was spokesman. He stated that the Chambers of Commerce of North Bend and Marshfield and the residents of the Coos River District are particularly desirous of having a new bridge across Coos River to replace the present Enegren ferry which is small and can accommodate only three cars.

Judge McLain asked for the reconstruction of the Oregon Coast Highway between Marshfield and Coquille, which, he said, is now in a poor condition, carries a large volume of traffic and is a dangerous road to travel. He also asked for a grade separation structure on the Coos River Secondary Highway at Smith's Mill where, he said, a bottle neck now exists, and the reconstruction of the Oregon Coast Highway through the Bunker Hill district. In reply to inquiry of Chairman Cabell, Judge McLain stated that they considered the Coquille-Marshfield project of first importance, then the construction of the railroad grade elimination structure at Smith's Mill, followed by the new bridge to replace the Enegren ferry and the improvement through Bunker Hill. In support of his oral request for the construction of a bridge across Coos River to replace the Enegren ferry, Judge McLain filed with the Commission resolutions from the Marshfield and North Bend Chambers of Commerce and a number from Coos County granges requesting this improvement.

A delegation from Eastern Oregon, representing the Oregon Trail Association, was present and recommended improvements for the Old Oregon Trail. The delegation was headed by Senator Fred E. Kiddle, and consisted of the following members: Chas. H. Reynolds, President, La Grande; Representative L. F. Allen, Hot Lake; George Aiken, Ontario, County Judge F. L. Phipps, Wasco County; County Judge U. G. Couch, Union County; County Judge David F. Graham, Malheur County; County Judge C. S. Cheshire, Umatilla County; L. K. Kinzel, La Grande; R. M. Colwell, Portland; G. I. Hess, Union; - - Fulton, The Dalles; Clyde Meyers, Summerville; Chris Johnson, North Powder; H. L. Hasbrouck, County Judge of Hood River County; C. M. Hurlburt, County Engineer, Hood River County; and J. R. Forden, Hood River. Senator Kiddle stated that their organization embraces all of the territory from Ontario to Portland. He outlined a number of projects which they are anxious to accomplish on the Old Oregon Trail, including the following:

1. Construct Tunnel Section about 5 miles long between Huntington and Baker in Burnt River Canyon in Baker County;

2. Modernize North Powder-Union Section in Union County, 15 miles in length, to bring it up to present day standards;

3. Modernize the 14 mile section west from Emigrant Springs in Umatilla County;





4. Construct proposed Pendleton-Stanfield Cutoff Section in Umatilla County;

5. Modernize the Blalock-John Day River Section in Gilliam County;

6. Construct new highway down the Columbia River from The Dalles to Portland.

Mr. Aiken stated that they are particularly interested in modernizing the highway through the Burnt River Canyon, and he hoped that the Commission would take into consideration the tremendous mileage of highways in Eastern Oregon in its allocation of funds. He gave as his thought that the allocation of funds should be based on mileage as well as on population. Judge Phipps stated that Wasco County is particularly interested in the construction of a new highway between the The Dalles and Portland. He concurred with Mr. Aiken that the allocation of funds should be based on mileage of highways as well as on population.

A delegation from Union County consisting of the following members, County Judge U. G. Couch, County Commissioners Clyde Meyers and Chris Johnson, L. K. Kinzel and Chas. H. Reynolds, La Grande, G. I. Hess, Union, Fred E. Kiddle, Island City, and F. L. Allen, Hot Lake, requested the following improvements of the state highways in Union County:

1. Oil Island City-Cove Section of the Cove Secondary Highway;

2. Improve the Starkey Secondary Highway throughout its entire length;

3. Surface the east end of the Medical Springs Secondary Highway.

They also asked that consideration be given to the extension of the Starkey Secondary Highway from its present terminus to a connection with the Pendleton-John Day Highway at or near Ukiah in Umatilla County, and the completion of the Enterprise-Flora Highway in Wallowa County to the Washington State line and a connection with the Washington highway at that point. Chairman Cabell advised that the Commission is not in position to make any commitments today. The delegation stated that they would submit a brief outlining their projects in order of preference.

A delegation from Wallowa County, consisting of County Judge Edgar Marvin, County Commissioner H. O. Harmon, W. Allen, Stanley Shell and Glenn Tully, all of Wallowa; Ed Eben, Joseph; C. T. Hockett, L. E. Jordan, Guy Skeggs, C. Best, M. J. Rutherford, Oren Campbell, J. D. Walker, County Engineer, and I. E. Snyder, all of Enterprise, came before the Commission and requested the following improvements:

1. Designate as a state highway and construct immediately the uncompleted portion of the Enterprise-Lewiston Highway;

2. Surface and oil portions of the Wallowa Lake Highway in Wallowa County as follows:

   a. 6-mile section between Joseph and Enterprise;
   b. 1-mile gap east of the town of Lostine;
   c. The Wallowa-Union County Line Section, including the straightening of the highway and the construction of bridges in the town of Wallowa.

The County Court presented resolutions requesting the above improvements.

The County Court of Umatilla Co., consisting of County Judge Cheshire, and Commissioners J. O. Hales and Wm. Meiners, was present and submitted a brief requesting an allocation of funds for the following improvements in Umatilla County:

1. Construction of the proposed Pendleton-Stanfield Cutoff Section of the Old Oregon Trail;

2. Reconstruct the Pendleton-Adams Section of the Oregon-Washington Highway;

3. Reconstruct the Old Oregon Trail between Hermiston and Umatilla to eliminate railroad grade crossings;

4. Eliminate the railroad grade crossing at the east approach of the Old Oregon Trail into Pendleton;

5. Surface the uncompleted portion of the Pendleton-Cold Springs Highway;

6. Oil at least a portion of the Hermiston Secondary Highway either north or south of Hermiston as the Commission may deem advisable;

7. Oil the Sunnyside-Umapine Secondary State Highway;

8. Complete the construction and oiling of the Weston-Elgin Secondary State Highway;

9. Complete construction of Bingham Springs Secondary Highway from Thorn Hollow to Gibbon.

The County Court advised that they are not interested in the proposed extension of the Starkey Secondary Highway in Union County which will cross the southern part of Umatilla County, if the construction of this proposed road will detract or take away funds from other Umatilla County





projects. They said that they would approve this project as a secondary state highway in the event it will make no difference in the amount of funds that Umatilla County will otherwise receive from the State.

Messrs. R. D. Monahan, D. W. Wade and F. A. Fullerton, all of the town of Milton, and Louis Yantis and Frank Yantis of Freewater, came before the Commission and urged the improvement of the Sunnyside-Umapine Secondary Highway. Mr. Wade expressed himself as being favorable to the continuation of the Commission's present policy to allocate funds on a percentage basis. He gave as his thought that the Coast Highway bridge construction justifies an increase in the allotment of funds to Eastern Oregon.

The County Courts of Morrow and Gilliam Counties, consisting of Wm. T. Campbell, County Judge of Morrow County, Commissioner Geo. N. Peck of Morrow County, County Judge Jas. D. Burns, and Commissioners Earl P. Hoag and Glen L. Richards of Gilliam County, and County Engineer Tamblyn of Morrow County, came before the Commission in behalf of the Wasco-Heppner Secondary State Highway. They urged the Commission to complete this road consisting of 2½ miles of construction in Gilliam County and about 5½ miles of construction in Morrow County, and informed the Commission that this is the major project that they have to present at this time. They also asked the Commission to oil the Lexington-Echo Secondary State Highway, and to oil the road extending westerly from the town of Ione to a connection with the secondary highway.

County Judge Geo. A. Potter and District Attorney Geo. D. Updegraff of Sherman County, came before the Commission and requested an allocation of funds for the following Sherman County highway projects:

1. Completion of the Kent-Shaniko Section of the Sherman Highway;

2. Improvement of the Sherman Highway between Shaniko and the junction with The Dalles-California Highway;

3. Improvement of that part of the Grass Valley-Sherars Secondary Highway lying within the borders of Sherman County;

4. Improvement of that part of the Wasco-Heppner Secondary Highway lying within the borders of Sherman County.

A delegation was present representing the John Day Highway Association. Included therein were the following: Circuit Judge Carl Hendricks, Fossil; County Judge Jas. D. Burns, County Commissioners Glen L. Richards and Earl P. Hoag of Gilliam County; County Judge S. J. Howard and County Commissioner L. A. Gochenour of Wheeler County; County Judge Wm. T. Campbell and County Commissioner G. N. Peck of Morrow County; L. E. Spraker, Secretary of John Day Highway Association, Condon; Chas. Storey, E. M.

Hulden, F. W. Williams and Roy Kunsman, Arlington; and Fred Finsley, District Attorney, Wheeler County. Mr. Spraker headed the group which asked for the following improvements to the John Day Highway:

1. Reconstruct to modern standards a 13-mile section from Spray westerly to Service Creek;

2. Reconstruct 4½-mile section south from Fossil to its junction with the Kinzua road.

The State Highway Engineer advised that the Commission has plans for improving this highway between Spray and Service Creek, and in the vicinity of Ochoco Junction.

E. M. Hulden asked for the modernizing of the Old Oregon Trail to eliminate two dangerous curves just west of Arlington where he said accidents frequently occur. The Commission agreed to bear these projects in mind in the formulation of its construction program.

The Wheeler County Court requested the following improvements: completion of the Wheeler County Section of the Shaniko-Fossil Secondary State Highway, and the reconstruction of the Service Creek-Mitchell Secondary Highway. Judge Howard stated that the Shaniko-Fossil Secondary is of vital importance to the county. He pointed out that the county has constructed an eight-mile section of this road out from Fossil, and has graded an additional 2½-mile section which needs graveling very badly, it being impassable during the winter season in its present condition. He said that the county has about $4,000 of county money available to cooperate with the state in this improvement and will be glad to turn the money over to the Commission if the Commission will undertake the improvement; otherwise the road will have to go uncompleted because the county is not financially able to undertake the project on its own account.

County Judge F. L. Phipps, County Commissioner Mace Fulton and County Engineer Christ Fauerso of Wasco County, asked for the following state highway improvements in Wasco County: relocation and construction of The Dalles-California Highway from its junction with the Columbia River Highway to Eight Mile Creek; the construction of the proposed new highway down the Columbia River from The Dalles to Portland; and the designation and construction as a secondary state highway of the proposed road extending southwest from The Dalles up Mill Creek to a connection with the Mt. Hood Highway in the vicinity of Parkdale. Judge Phipps stated that the proposed relocation of The Dalles-California Highway will shorten the distance from The Dalles to Dufur five miles over the present route which passes through a very crooked, rocky canyon. He brought up the question of the construction of a bridge across the Columbia River at The Dalles and suggested that the Commission authorize a survey in conjunction with the Highway Department of the State of Washington to determine upon a location for this bridge, and pointed out that if the bridge is constructed it will form a connecting link of the north and south highways through the central part of the States of Oregon and Washington, and will provide a





much shorter distance between common points in those states than if the bridge were built at some other location. Judge Phipps also requested in behalf of the city of The Dalles an investigation for an alternate route for the Columbia River Highway through The Dalles along Third Street.

A delegation from Central Oregon consisting of County Judge M. R. Biggs of Crook County; County Judge C. E. Lyon and County Commissioner Art Tifft of Deschutes County; County Judge W. A. Cook and County Commissioners T. A. Power and F. E. Stangland of Jefferson County; ex-County Judge J. M. King of Jefferson County; D. M. Peoples, Secretary of Bend Chamber of Commerce, and E. L. Shevlin, Bend; Pat Gray and J. T. Hubbel, Warm Springs; and H. W. Turner, Madras, came before the Commission and asked for the following improvements:

1. Reconstruct the Ochoco Highway from Prineville east to the Ochoco Dam, 7 miles, plans for which have already been made; also, survey and reconstruct this highway for 7 miles east of Ochoco Dam;

2. Completion of the Warm Springs Highway into Madras, and north from Warm Springs Agency to a connection with the Wapinitia Highway;

3. Improvement of the secondary highway extending from Madras to Prineville.

Judge King filed with the Commission numerous petitions and letters urging the Commission to route the Warm Springs Highway into the town of Madras rather than to a connection with The Dalles-California Highway south of Madras as has been proposed.

Mr. Peoples asked for the following projects in behalf of the Bend Chamber of Commerce:

1. Completion of the reconstruction of The Dalles-California Highway between Bend and Redmond;

2. Complete the grading of two units of the Central Oregon Highway out of Juntura, and the construction of the unit between Burns and Buchanan;

3. Resurface Fremont Highway between Horse Ranch and Silver Lake in Lake County;

4. Improve The Dalles-California Highway throughout its entire length;

5. Construct wye connection at the junction of the Willamette Highway with The Dalles-California Highway;

6. Improve and develop Peter Skene Ogden Park at Crooked River crossing.

Senator Robert M. Duncan, Burns, and George Aiken, Ontario, endorsed the Central Oregon projects mentioned by Mr. Peoples.

County Judge Fred Fisk, County Commissioner C. M. Young, and County Engineer P. M. Morse representing the Lane County Court, and Ed Turnbull representing the Eugene Chamber of Commerce, comprised a delegation that urged the following Lane County projects:

1. Completion of the Willamette Highway;

2. Construct the Eugene-Mapleton Road known as "Route F";

3. Construct overhead crossing between Oak Ridge and Willamette Highway;

4. Oil Greenleaf-Rainrock Section of the Siuslaw Highway;

5. Construct bridge over the Willamette River at Reserve.

This delegation also brought up the matter of relocating the Pacific Highway between Junction City and Eugene, and advised that they wished to leave this matter entirely up to the Commission, and would endorse any decision that the Commission arrives at relative thereto. Judge Fisk presented telegrams from Stanley R. Stevenson, President of the Eugene Chamber of Commerce, endorsing their projects and urging the Commission to repair the present routing of the Pacific Highway through Eugene.

Appearing with the Lane County delegation was V. H. Todd, Civil Engineer, Eugene, who stated that he represented the Lane County Development Association which would prefer that the Commission spend the money that it expects to use to finance the relocation of the Pacific Highway between Eugene and Junction City, to construct the so-called "Route F" Highway west from Eugene rather than for the proposed improvement. He said that they protest the expenditure of funds on this proposed relocation if such expenditure will prejudice an allocation to the so-called "Route F" road. He was advised by the Engineer that the funds that the Commission proposes to use for relocating the Junction City-Eugene Section are federal railroad grade elimination funds which can not be used for any other purpose, and that the "Route F" project is not eligible for such funds; furthermore, the "Route F" road is classed as a secondary highway and the Commission does not yet know if the government rules and regulations will permit the expenditure of federal funds for the construction of roads of this class.

County Judge Victor P. Moses of Benton County headed a delegation of twenty citizens of Benton and Lincoln Counties, including County Commissioners T. A. Logsdon and W. H. Malone of Benton County; County Commissioners Jay W. Dunn and E. G. Calkins of Lincoln County; Bob Glenn representing the city of Corvallis; Eugene E. Marsh, President of the West Side Pacific Highway Association; and Professor J. E. Davis





representing the Lobster Valley district in Benton County, which requested the following improvements:

1. Reconstruction of the Corvallis-Newport Highway to eliminate dangerous curves throughout the Cellatly Canyon Section commencing about 3/4 mile west of the overcrossing near Wren, and extending to the entrance of the canyon at the old rock quarry;

2. Completion of the Alsea-Deadwood Secondary Highway to the Benton-Lincoln County line;

3. Surface and oil Eddyville-Blodgett Secondary Highway throughout its entire length in Benton County, 6.47 miles;

4. Surface and oil the Benton County Section of the Kings Valley Secondary Highway, 10 miles in length.

Mr. Glenn especially requested the following improvements in behalf of the Corvallis Chamber of Commerce:

1. Widen the right of way, regrade, and construct a sidewalk along the West Side Pacific Highway from Mary's River Bridge south about 2 miles;

2. Complete construction of the South Santiam Highway;

3. Reconstruct the Territorial Secondary Highway from Monroe in Benton County, to Cheshire in Lane County, by widening, eliminating the curves and oiling;

4. Widen right of way and regrade the West Side Pacific Highway from Corvallis north about 4 miles;

5. Widen that portion of the Alsea Highway within the Siuslaw National Forest;

6. Complete the Alsea-Deadwood Secondary Highway;

7. Reconstruct the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway.

Mr. Marsh particularly requested the following improvements to the West Side Pacific Highway:

1. Complete reconstruction of Rex Hill Section;

2. Widen the grade and construct bridge between Amity and McMinnville;

3. Eliminate two sharp curves south of Rickreall;

4. Relocate the highway through the town of Monmouth;

5. Eliminate curve at Cemetery Hill one mile south of Monmouth;

6. Widen roadway and construct shoulders, Holmes Gap to Rickreall;

7. Widen grade at Soap Creek near Polk-Benton County line;

8. Widen grade and shoulders, Lewisburg to Corvallis;

9. Widen right of way, grade and construct sidewalk, Mary's River bridge south 2 miles;

10. Construct proposed relocation through town of Monmouth.

He also requested the following secondary highway improvements and railroad grade crossing eliminations:

1. Complete construction of the Independence-Brunks Corner Secondary State Highway;

2. Widen grade, eliminate curves and oil the Territorial Secondary Highway from Monroe to Cheshire;

3. Eliminate 2 sharp curves in the highway between Monmouth and Independence;

4. Construct railroad grade crossing elimination at Tigard.

County Commissioner Dunn of Lincoln County requested particularly the following improvements:

1. Reconstruction of the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway;

2. Reconstruct Tidewater Hill Section of the Alsea Highway;

3. Reconstruct Oregon Coast Highway north from Newport;

4. Complete construction of the Siletz River Secondary State Highway;

5. Improve 4¼ mile section of the Eddyville-Blodgett Secondary Highway between Norton and Nashville;

6. Improve the Salmon River Highway in Lincoln County.

The delegation was informed that the projects would be given due consideration by the Commission in the formulation of its construction program.





Messrs. Milton A. Miller, Portland, and Harvey Starkweather, Oregon City, came before the Commission and asked that consideration be given in the Commission's program for the construction of a new highway from Portland to Salem, via Champoeg. They were informed that their request would be taken under advisement.

H. R. Peltz, Turner, representing the Turner Community Club, was present and asked the Commission to consider in its deliberations for the reconstruction of the Pacific Highway south of Salem, the advisability of adopting an entirely new route for this highway between Salem and Jefferson via the Salem airport and the towns of Turner and Marion.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 1:20 o'clock p. m. in the same room.

The State Highway Commission reconvened in the Auditorium of the Public Service Building at 1:20 p. m. with all members, the State Highway Engineer, the Attorney and the Secretary present.

County Judge David F. Graham, Malheur County, appeared before the Commission and requested the following highway improvements in Malheur County:

1. Construction of the 6-mile section of the Central Oregon Highway west from Juntura;

2. Graveling of the secondary highway which extends westerly from the town of Vale through the Vale-Oregon project known locally as "Graham Boulevard";

3. Reconstruct and oil the John Day Highway between Jamieson and Brogan.

4. Construct the I-O-N Highway east from the Owyhee River towards Jordan Valley before continuing the construction of this road north from McDermitt; then construct a road from the town of Rome northerly to a connection with the Central Oregon Highway;

5. Eliminate dangerous curves on the Old Oregon Trail 7 miles north of Ontario;

6. Oil the Central Oregon Highway from Harper to Juntura.

Messrs. Elisha Large, Mayor, and R. S. Bryson, both of Eugene, came before the Commission and requested a special appointment for the presentation of projects in behalf of the League of Oregon Cities. The Commission set Thursday, May 2d, as the date for their appearance.

A delegation from Linn County, consisting of County Judge J. J. Barrett; County Commissioners H. A. Kenninger and H. F. Warren; Senator Sam Garland, Lebanon; Homer Tussing, Brownsville, and others, was present and urged the completion of the South Santiam Highway. Judge Barrett headed the group and introduced Senator Garland who presented arguments in behalf of their request. Judge Barrett also asked the Commission for improvements throughout the Albany-Lyons Secondary State Highway. Mr. Tussing, in behalf of the Brownsville Lions Club, urged the Commission to complete the construction of the Halsey-Sweethome Secondary State Highway. The delegation was informed that these projects would be considered by the Commission in its allocation of funds.

A delegation headed by L. M. Lepper, Director of the East Side Commercial Club, Portland, was present and spoke for the completion of the Wolf Creek Highway between Sunset Camp and Elsie, a distance of about 17 miles. The delegation included the following persons: County Judge Guy Boyington, and County Commissioners James Elliott and Wm. Larson, Clatsop County; Irving Allen, City Attorney, Seaside; County Commissioner C. A. Bigelow, Multnomah County; Arthur Graham, P. F. Dempsey, and C. B. Drake, Seaside; Adolph Gerwin, Secretary, East Side Commercial Club, Portland; Arthur Churchill and Mrs. - - - Keck, Portland; and Sam Reed, Neahkahnie. Speaking for this improvement were Messrs. Allen, Bigelow, Gerwin and Judge Boyington.

Mr. George C. Brigham headed a delegation representing the Interstate Avenue Association, Portland, which requested the following improvements:

1. Widen Denver Avenue north from the Portland city limits, to the junction with Union Avenue;

2. Pave the central portion of Interstate Avenue from Revere Street on the south, to Kilpatrick Street on the north.

Others in the delegation were J. W. Weis representing the Lombard Commercial Association; L. C. Wilkinson, Past President, Kenton Commercial Club; Fred H. Parrish, Secretary, Kenton Commercial Club; and L. M. Lepper, Director of East Side Commercial Club; each of whom endorsed the projects mentioned by Mr. Brigham.

The Marion County Court consisting of County Judge J. C. Siegmund and Commissioners Leroy Hewlett and Roy S. Melson, and the following Marion County citizens: ex-County Commissioner Jim Smith; County Engineer Nathan C. Hubbs; Paul Wallace; Chas. Wilson; and Sam Chambers; were present and offered the following projects for the Commission's consideration:

1. Reconstruct Pacific Highway south from Salem;





2. Reconstruct the Silver Creek Falls and North Santiam Secondary Highways;

3. Oil the Silver Creek Falls Secondary State Highway throughout its entire length.

Judge Siegmund stated that their most important project is the completion of the secondary highway which leads into the North Santiam Highway.

Mr. Wallace urged, in behalf of the Dayton Chamber of Commerce, additional construction on the Salem-Dayton Secondary Highway in Polk and Yamhill Counties.

County Judge J. B. Wilkerson and County Commissioners Wm.Pringle, Sr., and Tilden Graham; ex-County Judge L. R. Rutherford; C. H. Vaughn and Joe Norman, President and Secretary respectively of the St. Helens Chamber of Commerce; R.E. Allen, Mayor, Scappoose; and J. E. Eilertsen, County Engineer; all of Columbia County, formed a delegation which requested the following improvements in that county:

1. Reconstruct the Lower Columbia River Highway, Portland to St. Helens for four lanes of traffic;

2. Eliminate dangerous curvature at Little Jack Falls.

They also asked the Commission to construct the proposed secondary highway extending from Scappoose and St. Helens westerly to a connection with the Nehalem Secondary Highway at Pittsburg.

County Judge Donald T. Templeton, County Commissioners H. D. Kerkman and James Lewis of Washington County; Representative J. W. Hughes, L. M. Graham and J. A. Thornburgh, Forest Grove; and Ed Schulmerich of Hillsboro, came before the Commission and asked for the following improvements:

1. Widen and reconstruct the Tualatin Valley Highway between Hillsboro and Forest Grove;

2. Construct the Wilson River Highway between Glenwood and Tillamook County Line.

Judge Templeton stated that Washington County is now taking care of the right of way for the Wilson River Highway and expects to adopt the resolution in regard thereto shortly. He pointed out that the Wilson River Timber Company is now operating in the burnt timber district, and the Wilson River road is needed to take out this timber. Mr. Thornburgh proposed the designation and maintenance as a secondary state highway of the road extending from Forest Grove up Gales Creek.

A large delegation, which consisted of the following members, appeared before the Commission in behalf of the Wilson River Highway; County

Judge H. H. Rosenberg, and County Commissioners E. H. Lindsey and E. J. Anderson of Tillamook; County Judge Guy Boyington and County Commissioners James Elliott and Wm. Larson of Clatsop County; County Judge Donald T. Templeton and County Commissioners H. D. Kerkman and James Lewis of Washington County; L. M. Graham, Forest Grove; Sam Reed, Neahkahnie; Wm. Warren, Cannon Beach; W. S. Nichols, Wheeler; C. W. Barry and Representative J. R. Caufield, Tillamook; and L. M. Lepper, L. E. Latourette, Geo. Mills, Representative Homer Angell, Senator Allan Bynon and Arthur Churchill, all of Portland. They urged the Commission to extend the construction of the Wilson River Highway from the end of the present construction in Tillamook County, at least to McNamer's bridge in order to permit the salvaging of the timber in this district which was burned in the disastrous forest fire of 1933.

County Commissioner Lindsey of Tillamook County also requested the following improvements:

1. Completion of the Little Nestucca Secondary Highway;

2. Construction of a state highway connection between the railroad undercrossing at Wheeler and Neahkahnie Mountain.

3. Designate and construct as a secondary highway the county road loop extending to Cape Mears.

Judge Boyington urged the Commission to appropriate funds for the completion of the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway. His plea was endorsed by County Judge Rosenberg of Tillamook County and Mr. Reed.

The Yamhill County Court, consisting of County Judge R. J. Kennedy and County Commissioners W. S. Allan and F. R. Campbell; and Eugene Marsh, President of the West Side Pacific Highway Association, McMinnville, were present and urged the following improvements in Yamhill County:

1. Complete the standardization of the West Side Pacific Highway between Middleton and Newberg;

2. Designate and construct as a secondary state highway the county road extending from Dayton to Amity;

3. Continue the present improvement of the Salem-Dayton Secondary Highway;

4. Reconstruct the McMinnville-Tillamook Highway between McMinnville and Valley Junction.

The following persons comprised a delegation from Oregon City and vicinity which asked for the construction of another two-lane pavement on the East Portland-Oregon City Highway between Oregon City and Milwaukie, and the elimination of the bottleneck situation existing in the town of Oregon





City: O. D. Eby and Fred Perrine representing the Oregon City Chamber of Commerce; County Commissioners Arthur H. Borland and B. Schoenburg of Clackamas County; M. D. Latourette, Fred Humphrey, John Franzen, Harvey Starkweather, W. G. Kruegar, Ed. May, L. G. Harding, J. B. Caldwell and County Sheriff E. T. Mass, all of Oregon City; F. B. Sullivan, Chas. Dean, and M. S. Schrock, Milwaukie; and S. G. Mitchell, Gladstone. Speaking for these improvements were Messrs. Eby, Schrock, Latourette and Dean. They also inquired concerning the Commission's plans for the construction of a new bridge over the Molalla River on the Pacific Highway just south of Canby, and were informed that while the Commission is not in position to make any definite promises, this project is still in the Commission's program for early construction.

The following persons representing the City Council and citizens of Gladstone were present and urged the Commission to adopt Arlington Street, Gladstone, as a state highway connection between the East Portland-Oregon City Highway and the 82nd Street road: C. C. Garlock, President of the City Council; Chas. Gallogly, A. C. Fatland, Stanley Mitchell, and County Commissioner Arthur H. Borland. They were informed by the Engineer that the Commission has this matter in mind but is not in position to make any definite statements in regard thereto at this time, but will be pleased to consider their request later along with others when certain investigations, now under way, have been completed.

A delegation from Salem representing the Hollywood Community Club, and consisting of the following persons: L. E. Guald, A. J. Pauger, P. M. Gregory, Ray Stumbo, Mr. Sink and Mr. Foise, urged the Commission to consider in its construction program for this year, the construction of a railroad grade elimination structure at the crossing of the Pacific Highway with the Southern Pacific railroad in North Salem. They were advised that the design for this structure is now being made which will provide for four lanes of traffic; also, that the Commission expects to receive from the Federal Government certain monies for railroad grade eliminations and hopes to be able to include this project along with other worthy projects in the program for such funds.

A large delegation was present from Polk County which urged the Commission to allocate funds for certain Polk County improvements. The delegation was headed by Robert Kreason, City Attorney, Dallas, and consisted of the following members: County Commissioners Fred Gibson and C. C. Gardner; County Engineer Ed. W. Himes; C. F. Gillette, City Attorney, and eleven other citizens of Monmouth and Independence. Mr. Kreason presented a brief of the projects desired by them, which included the following:

1. Complete the development and improvement of the Dallas-Coast Secondary Highway from Dolph Corner to Salt Creek; also, from Dolph Corner to Dallas. They protested the adoption of the proposed route extending from Dolph Corner to Rickreall;

2. Reconstruct concrete bridge over Rickreall Creek within the city limits of Dallas, being an extension of the im-

provement started last year;

3. Survey and place under contract immediately the unfinished portion of the secondary state highway extending from Independence to Brunk's Corner;

4. Improve the Kings Valley Secondary Highway, No. 190;

5. Improve the county road extending from Falls City via Valsetz, down Rock Creek to the town of Siletz in Lincoln County;

6. Allocate funds for the development of a new market road extending from Ballston to the Dallas-Coast Secondary Highway at a point about one mile north of Dolph's corner;

7. Construct railroad grade elimination structure on the West Side Pacific Highway at Holmes Gap.

Mr. Kreason advised that Polk County will co-operate with the State in the purchase of right of way. Mr. Gillette endorsed Mr. Kreason's remarks and particularly urged the improvement of the secondary highway which extends through Lewisville to Kings Valley.

The Roads Committee of the Oregon Rural Letter Carriers Association consisting of Lyman McDonald, Chairman, Salem; Phil Schweizer, Monmouth; and Alfred A. Olsen, Molalla, was present and asked the Commission to consider, in its allocation of federal monies, appropriations for some of the county roads which are used as mail routes. They gave as their understanding that Congress provided, in the bill appropriating federal money for road construction, that some of this money should be expended for the improvement of roads of this class. They pointed out that there are about 800 rural mail routes in the State of Oregon and that some of them are over very poor county roads which the counties are not financially able to improve on their own account. They urged the budgeting of a nominal sum for this purpose. They were informed by Chairman Cabell that the Commission is still in ignorance as to the federal requirements for the expenditure of the government money, but their request will be considered as soon as the rules and regulations are received and the construction program arranged.

County Commissioners Arthur H. Borland and B. Schoenburg of Clackamas County, County Sheriff E. T. Mass, Douglas Johnson and M. F. Johnston comprised a delegation which requested the following improvements in Clackamas County:

1. Construction of a new bridge across the Clackamas River on the Woodburn-Mt. Hood Loop Secondary Highway near Estacada;

2. Construction of approximately three miles of new road along what is known as Foothills Boulevard from Springwater to Estacada, the same being a section of the Woodburn-Mt. Hood Loop





Secondary Highway;

3. Improvement of the Woodburn-Mt. Hood Loop Secondary Highway between Eagle Creek and Sandy.

They presented petitions signed by numerous citizens of Clackamas County requesting these improvements.

County Commissioners Arthur H. Borland and B. Schoenburg and Sheriff Mass also joined a delegation from the town of West Linn, which requested the improvement of the Pacific Highway between Oswego and West Linn, and particularly the elimination of the sharp turn near Oswego Creek, and the straightening of the highway between Robinwood and Bolton. Commissioner Borland also asked the Commission to designate as a secondary state highway the county roads extending westerly from the town of West Linn to a connection with the West Side Pacific Highway near the town of Tualatin. The Commission took these projects under advisement.

County Commissioner J. D. Smullin and County Engineer C. M. Hurlburt of Hood River County, and W. A. Langille of Salem, were present and asked the Commission to consider the following Hood River County projects in the allocation of federal road funds:

1. Completion of the resurfacing of the Columbia River Highway route through the city of Hood River on Oak Street;

2. Elimination of the railroad grade crossing at the junction of the Lost Lake road and Secondary Highway No. 281.

3. Surface, with oil bound macadam, Secondary Highway No.281 from the end of the present pavement, south to Parkdale, about 14 miles.

Mr. Frank Van Dyke, City Attorney, Ashland, presented the following projects in behalf of the City of Ashland and Jackson County, and asked for their consideration by the Commission in the formulation of its 1935 construction program:

1. Completion of a portion of the Siskiyou Project extending from the Southern Oregon Normal School grounds to a connection with the present Pacific Highway at Neil Creek;

2. Resurface all of the Boulevard Section of the Pacific Highway within the city limits of Ashland; also, resurface North Main Street from the north city limits to the Plaza in the center of town;

3. Landscape and beautify the new railroad undercrossing at the north city limits of Ashland;

4. Continue reconstruction of the Pacific Highway north from Ashland towards Talent;

5. Improve Midway Secondary Highway and the Medford-Provolt Secondary Highway between Jacksonville and Applegate.

Mr. E. G. Whipple, Drain, came before the Commission and requested the modification of the Commission's order in regard to the hauling of long piling over state highways. He said that he is willing to furnish the public liability and property damage insurance required by the Commission, but his difficulty is in securing the Engineer's recommendation for the hauling of loads which are more than 75 feet in length over-all, the Engineer having refused to approve the hauling of loads of greater length over certain highways because of excessive curvature. He particularly referred to certain hauling on the Pacific Highway about one-half mile south of Yoncalla in Lane County where he said the road is straight but he has been unable to obtain a permit for the hauling of loads in excess of 75 feet in length. The Engineer advised that he intends to make a trip to Southern Oregon within the next few days and will look into the details of this matter at that time provided it is convenient for him to do so and Mr. Whipple will meet him at Yoncalla. In view thereof, the Commission deferred action on the matter .

The Attorney brought up for discussion the matter of budgeting a certain amount of 1935 state funds for the acquisition and development of state parks. He gave as his understanding that at an informal gathering of the Commission sometime previously the Commission indicated its willingness and intention to budget $75,000 of state funds for this purpose but no formal action was taken at that time and no record was made of the discussion. He asked the Commission to make a definite declaration in regard to this matter. The Engineer advised that the Commission's budget now contains an item of $25,000 for the maintenance of state parks. He recommended an additional appropriation of $50,000 for the purchase of desirable areas, making a total of $75,000 for expenditure in connection with park matters this year. After some discussion motion was made by Commissioner Washburne that the Engineer's recommendation be approved and adopted. The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by the unanimous vote of the Commission. In connection with this matter, the Commission authorized the Parks Engineer to investigate and recommend to the Commission areas, which, in his estimation, are desirable as additions to the state park system.

Commissioner Washburne brought up the matter of purchase of a desirable stand of spruce timber located adjacent to the Oregon Coast Highway just south of the town of Florence in Lane County. He pointed out that this is a fine stand of timber and is the only stand of desirable virgin timber adjacent to the highway in this particular locality. He said the tract belongs to the Crown-Willamette Paper Company; and suggested that the company be contacted relative to acquisition of the same. The Commission approved Commissioner Washburne's suggestion and authorized the Attorney to negotiate with the owners and to secure an option.





The Commission had under discussion the matter of landscaping state highways. The Commission was advised by the Engineer that he has been informed it is the intention of Mr. W. H. Simonson, Chief Landscape Architect, Bureau of Public Roads, to visit Oregon this spring to inspect the proposed relocation of the highway in the Columbia River gorge. He gave as his thought that it would be desirable to secure Mr. Simonson's advice, if possible, at that time, regarding other highway landscaping projects, and the setting up of a sub-department under the direction of a landscape engineer to handle this type of work. He suggested that Chairman Cabell be authorized to request Mr. Simonson's services in this regard. The Engineer's suggestion was approved by the Commission, unanimously.

A letter was presented from Honorable Elisha Large, Mayor of Eugene, pointing out that their city streets over which is routed the Pacific Highway, are in bad condition, and in need of resurfacing; and urging the Commission to provide funds for this improvement as soon as possible; also advising that the City Council and Eugene Chamber of Commerce have adopted resolutions asking the Commission to retain the present routing of the highway on Sixth Street in their city. The Engineer advised that there was included in the Commission's 1934 program an allocation of federal funds for resurfacing the Pacific Highway route through Eugene but the Bureau of Public Roads would not approve the project because it did not coincide with its idea of a permanent location.

He gave as his thought that the state paving crew could repair the present route in Eugene very satisfactorily which would cost considerably less money than if the job was undertaken as originally planned. He recommended, in view of the circumstances and the necessity for the improvement, that the job be undertaken as a state repair project to be paid for with state funds. After due consideration of this matter, the Commission agreed with the Engineer, and, by unanimous vote, authorized him to proceed with the construction work with the state forces in accordance with his recommendation.

The Commission had under consideration at this time the following communications, but deferred action thereon pending formulation of its construction program for 1935 funds:

1. Telegram from the County Court of Josephine County requesting funds for the improvement of the Murphy-Provolt Section of the Williams Secondary Highway; and the surfacing of a three-mile section of the Rogue River Loop Secondary Highway, both in Josephine County;

2. Telegram from the Elgin Community Club requesting an allocation of federal funds for the completion of the Weston-Elgin Secondary Highway;

3. Telegram from C. H. Demaray, President of the Pacific Highway Association, requesting the reconstruction and modernization of the Siskiyou and Sexton Mountain-Roseburg Sections of the Pacific Highway;

4. Letter from the Ashland Chamber of Commerce urging the improvement and construction of the Siskiyou Section of the Pacific Highway;

5. Telegram from Fred Reynolds, County Judge of Lake County, urging the Commission to bear in mind needed improvements on the Fremont Highway;

6. Letter from T. C. Richter, Amity, requesting the oiling of the Amity-Bellevue Secondary Highway in Yamhill County;

7. Letter from the Gold Hill Chamber of Commerce urging the paving of Sams Valley Secondary Highway between the Pacific Highway and the railroad tracks in the town of Gold Hill;

8. Letter from Chas. E. Baird, County Judge of Baker County, requesting the following improvements in Baker County;

   a. Reconstruct and oil Medical Springs Secondary Highway from Baker to a point 4 miles easterly thereof, and the construction of a new bridge across Powder River;

   b. Extend the Sumpter Valley Secondary Highway to the Grant County Line; and improve this road to secondary highway standards;

   c. Designate and construct as a secondary state highway the proposed road extending from the town of Robinette down the Snake River to Homestead utilizing an abandoned railroad grade;

   d. Reconstruct the Baker-Homestead Highway between Halfway and Homestead;

   e. Make necessary improvements to the Old Oregon Trail, especially between the towns of Durkee and Lime.

There being no further delegations to be heard or business to transact at this time, the Commission adjourned at 5:30 o'clock p. m.

Henry F. Cabell
Chairman

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

Carl G. Washburne
Commissioner

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Portland, Oregon, May 1, 1935

The State Highway Commission met in special session at seven o'clock p. m. in the Rose Room of the Benson Hotel. Present were:

Henry F. Cabell Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Mr. Frank L. Shull and Mr. C. A. Bigelow, Portland, members of the Board of County Commissioners of Multnomah County, and George W. Buck, Multnomah County Roadmaster, appeared before the Commission in regard to the allocation of the 1935 federal funds for the construction of highway projects in Multnomah County outside of Portland. The matter was discussed in a general way but no definite action was taken thereon, the Commission deferring its decision pending receipt of the rules and regulations which are to govern the expenditure of 1935 federal funds. Mr. Buck mentioned the following projects as being desirable ones to include in the Multnomah County program:

1. Union Avenue approach to the Interstate Bridge - widen to four lanes;
2. Sandy Boulevard - widen to four lanes, Parkrose to Troutdale;
3. St. Helens Road - complete paving Portland to St. Helens;
4. New West Side Pacific Highway (Barbur Boulevard) - complete four-lane pavement to Washington County Line;
5. Powell Valley Road - reduce curvature 92nd Street to Rockwood Road and relocate from Rockwood Road to Gresham;
6. Old West Side Pacific Highway - widen to four lanes Bertha to connection with new West Side Pacific Highway at West Portland;
7. Denver Avenue approach to Interstate Bridge - widen to four lanes;
8. Vancouver Avenue - complete pavement from Portland Boulevard to connection with Union Avenue approach to Interstate Bridge including the grade separation structure at Union Avenue;
9. Extend Lombard Street improvement from Northeast 10th Street to Parkrose;
10. Base Line Road - widen to four lanes East 92nd Street to Gresham Road and repave section west from Auto Club bridge;
11. Terwilliger extension from Fulton Park road to Oswego; construct pavement in Multnomah County, regrade and pave in Clackamas County;
12. Barr Road - pave from Troutdale into Portland;
13. Boone's Ferry Road - pave from Taylor's Ferry Road to County Line with 2-inch nonskid wearing surface;

MAY 1 1935

14. Bertha-Beaverton Highway - pave connection to Barbur Boulevard;
15. Skyline-Cornelius Pass Road - pave from Canyon Road to St. Helens Road.

Chairman Cabell advised that these projects will be given due consideration by the Commission in the allocation of funds.

County Judge George K. Quine of Douglas County, M. C. Bowker, Assistant County Engineer, W. S. Harding, Secretary of Roseburg Chamber of Commerce, and C. H. Demaray, Grants Pass, President of the Pacific Highway Association, appeared before the Commission in regard to the modernizing of the Pacific Highway throughout its entire length south from Salem. Mr. Harding was spokesman for the group. He proposed that the State of Oregon apply for a direct grant of $25,000,000 from the Federal Government to be taken from the $4,800,000,000 relief appropriation, in addition to the allocations already earmarked for grade crossings and highways, to finance the rebuilding of the Pacific Highway from Salem to the California Line, the reconstruction of the Columbia River Highway and Old Oregon Trail from Portland east to the Idaho State Line and the completion of the Wolf Creek Highway from Portland to the Sea.

He submitted a brief in support of his oral arguments setting forth the advantages that would accrue to the State and to the Federal Government if this grant could be obtained and particularly stressed the necessity for the improvement of these highways from the military defense standpoint. Mr. Harding stated that the Pacific Highway carries more traffic than any other road in the western states and needs modernizing badly. He urged that particular consideration be given to the improvement of this highway over the Siskiyou Mountains in Jackson County, to the reconstruction of the Turkey Hill Section in Douglas County, and to the construction of the proposed tunnel section at Sexton Mountain in Josephine County.

There followed a lengthy discussion of this matter, during which Chairman Cabell expressed his thought that the proper thing to do would be to contract the new federal monies as quickly as possible, then attempt to secure the $4,200,000 grant for the reconstruction of the Columbia River Highway between Troutdale and Cascade Locks as heretofore proposed, following which, if then deemed advisable, to consider the matter of filing an application for a $25,000,000 grant as proposed by Mr. Harding. While no definite action was taken by the Commission in this matter, it appeared that the consensus of opinion was favorable to the Chairman's suggestion. Following this delegation's appearance the Commission disposed of routine matters.

Commissioners Aldrich and Washburne approved the minutes of the meeting held on February 27, 1935, subject to concurrence by former Chairman Leslie M. Scott. Chairman Cabell was not asked to approve these minutes inasmuch as they are a record of the Commission proceedings before he became a member of the Commission.

The Engineer reported that the State Board of Control has asked





the Highway Department to furnish eight or ten trucks for use in salvaging brick and other material from the ruins of the Capitol Building. He said that the Highway Department is short of light-duty trucks at the present time, and if the Board of Control's request is granted, it will be necessary to purchase new trucks for the Highway Department's use. He recommended that the Board of Control's request be granted provided the Board will pay a reasonable rental for the trucks, and that twelve new trucks be purchased for the Highway Department's use. He explained that the extra two trucks are badly needed to carry on department functions and can be purchased now in conjunction with others at less cost than if they were purchased separately later. After some discussion the Commission authorized the Engineer to turn over to the Board of Control ten of the Department's old trucks for its use provided the Board will pay a reasonable rental for them, and instructed him to have the matter covered by written agreement. The Commission also authorized the Engineer to purchase ten new trucks of similar type provided the deal with the Board of Control is consummated. The matter of purchase of the extra trucks requested by the Engineer, was deferred for the time being.

The Engineer also reported, as previously requested by the Commission, on the cost to construct as an SERA project the Highway Department's maintenance building at Enterprise, such information to be used in determining whether or not the proposed maintenance building at The Dalles shall be constructed as an SERA project or by contract. He said that the Enterprise building was constructed for $4,023.30, of which amount $2,759.20 represents the State's portion, the balance being the amount furnished by the SERA. He advised that if the building had been constructed by contract based on the low bid submitted therefor on October 1, 1934, it would have cost the State $3,782, which indicates that the State saved several hundred dollars by having the work done as an SERA project. He recommended, in view of this saving, that the maintenance building at The Dalles be constructed as an SERA project. The Commission approved his recommendation by unanimous vote.

The Commission had under consideration the matter of modifying the contract with F. J. Kernan for the construction of the Cascade Locks Section of the Columbia River Highway in Hood River County. The Engineer advised that Mr. Kernan has requested certain modifications in the specifications and is coming before the Commission the following day to request such modifications which include changing the source of surfacing materials and the elimination of header construction required in connection with the paving work. He said that the specifications were very specific and clear in this regard, and in his estimation Mr. Kernan has no just reason to complain about them; furthermore, this is a federal aid project and the specifications could not be changed without the consent of the Bureau of Public Roads, and it was doubtful if the Bureau would agree to any modifications. He recommended that Mr. Kernan's request be denied and that his bid deposit be declared forfeited in the event he does not accept the contract as written and does not proceed with the work in accordance therewith. After some discussion the Commission by unanimous vote adopted the Engineer's recommendation.

The Engineer brought up for discussion the matter of extending the ferry service contracts for the operation of ferries on the Oregon Coast Highway at Newport, Waldport, Florence and Reedsport. He pointed out that the present contract for ferry service at Newport provides that the duration of the contract shall be for the period beginning at 7:00 o'clock a. m., June 1, 1933, and extending to 11:00 o'clock p. m., May 31, 1935, with the option on the part of the State to extend the contract for a period of one year or any portion thereof; also, that the contract for the ferry service at Alsea Bay expires May 31, 1935, but provides that the contract may be extended until such time as a bridge across Alsea Bay is completed and ready for traffic; also, that the contract for ferry service at Florence expires May 13, 1935, but carries a stipulation to the effect that the State may extend the contract until such time as the bridge which is to replace the ferry, is completed and ready for traffic; also, that the contract for ferry service across the Umpqua River at Gardiner expires May 13, 1935, but contains provisions that the State may extend the contract until such time as the bridge, which is to replace that ferry, is completed and ready for traffic. He also pointed out that the expiration date of the present ferry contracts is near at hand and they must either be extended or new contracts awarded at once if ferry service is to be continued. He gave as his thought that the prices the State is now paying for this service are somewhat cheaper than any new prices that the Commission could expect to get and he recommended that, in view of the fact that the exact length of time during which the ferry service must be continued is indefinite, the Commission exercise its options and extend the present contracts at Waldport, Florence and Reedsport until such time as the bridges which are to replace these ferries, are completed and open to traffic, and that the Newport ferry contract be extended for a period of one year as provided in the contract. After due consideration in this matter the Commission approved and adopted the Engineer's recommendation by unanimous vote and authorized him to enter into agreements with the several ferry operators for such extended service.

The Engineer reported that the County Court of Douglas County desires to purchase for the sum of $10 one of the Highway Department's old wood-burning asphalt kettles. He said that the kettle is an obsolete type and of no value to the State and recommended the acceptance of the County's offer. The Commission approved his recommendation by unanimous vote.

The Engineer also reported receipt of an offer from Donald R. Combs of Weiser, Idaho, to purchase one of the Department's old wooden oil storage tanks located at the Snake River patrol station in Malheur County, for the sum of $6. He recalled that the Commission advertised this tank and others for sale a short time ago, but received no satisfactory bid for them, and he recommended that Mr. Combs' offer be accepted in view of the fact that the tank is of no value to the State. The Commission approved the Engineer's recommendation.

Reconsideration was given by the Commission to a letter from Geneva W. Johnson, Clerk of School District No. 39, Multnomah County, for the widening of the Columbia River Highway at Coopey Falls and Bridal Veil





so as to permit their school bus to park off the traveled portion of the highway in loading and discharging passengers. The Engineer estimated that this widening work would cost about $500. He recommended the expenditure in the interests of the safety and convenience of the school children who are obliged to use the bus service in going to and from school. The Commission approved the Engineer's recommendation unanimously.

A letter was presented from Birkenfeld Lumber Company, Birkenfeld, Oregon, requesting the modification of the Commission's recent ruling limiting to 40 feet the length of loads of logs that may be transported over the Cannon Beach road so as to permit over-all lengths of 42 feet which would make it possible for them to market 32 foot logs for which there is the greatest demand. The Engineer gave as his thought that the extra two feet would not cause too great a hazard to other traffic at this time of the year, and he recommended that the request be granted. He also recommended that all log hauling on this road be ordered discontinued during the summer months when traffic to the beach is heavy. The Commission approved the Engineer's recommendations by unanimous vote.

There was presented to the Commission for consideration a letter from County Judge H. H. Rosenberg, Tillamook County, urging the construction of the Wilson River Highway to McNamer's bridge this season to facilitate the salvaging of burned timber in this district, and suggesting that the bridges involved in this construction be temporary wooden structures rather than permanent construction, and that the saving realized thereby be used to extend the grading work. The Commission deferred action on this communication until the 1935 construction program is arranged.

The Commission had under consideration the adoption of a general policy in regard to the type of culvert pipe to be used hereafter in connection with highway construction projects. The Engineer recommended the continuance of the present policy in this regard, which is as follows:

> The general policy in regard to the use of different types of culvert pipe will be to use on each project as nearly equal quantities of concrete pipe and corrugated iron pipe as is practicable, basing the division of quantities on the weights of metal pipe, thus: (1) Compute the weight of metal pipe required for all culvert requirements on the project; (2) Use metal pipe up to one-half of that total weight, and use concrete pipe for the remainder.

Deviation from the above policy as deemed advisable by the Engineer, will be permitted in the following cases:

> 1. Where the conditions under which the pipe is to be installed are unfavorable to one or the other of the two types;
>
> 2. Where the pipe requirements are wholly or largely extensions of existing pipes;

3. Where the quantities of pipe required are so small as to not warrant division between the two types.

The division of type shall be understood to apply only to culvert pipe and drain pipe having diameters of twelve (12) inches or more. It shall not apply to drain tile or to perforated pipe of diameters less then twelve (12) inches.

After some discussion the Commission adopted the Engineer's recommendation by unanimous vote.

The Engineer reported that the Mt. Hood and Wapinitia Highways are now sufficiently dry to withstand legal weight loads, and he recommended the removal of the reduced load limit heretofore in effect on these highways. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, on the thirty-first day of January, 1935, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit, among other sections of highways, on the section of the WAPINITIA HIGHWAY from its junction with the Mt. Hood Highway, in Clackamas County, to its junction with The Dalles-California Highway in Wasco County, and on the section of the MT. HOOD HIGHWAY from Sandy to its junction with the Wapinitia Highway, in Clackamas County; and

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limit set out in said resolution on the said portion of the WAPINITIA HIGHWAY from its junction with the Mt. Hood Highway, in Clackamas County, to its junction with The Dalles-California Highway in Wasco County, and the said portion of the MT. HOOD HIGHWAY from Sandy to its junction with the Wapinitia Highway, in Clackamas County;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the said section of the Wapinitia Highway from its junction with the Mt. Hood Highway, in Clackamas County, to its junction with The Dalles-California Highway in Wasco County, and the said section of the MT. HOOD HIGHWAY from Sandy to its junction with the Wapinitia Highway, in Clackamas County, be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said sections of the said highways hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the county clerk of each county in which said highways are located, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.





Commissioner Aldrich reported receipt of numerous complaints regarding the condition of the Camas Creek Section of the Pendleton-John Day Highway in Umatilla County, and inquired whether or not there is any basis for these complaints, and if they are justified, what can be done to remedy conditions. The Engineer advised that this section of highway was built by the U. S. Forest Service and at present needs reconditioning badly; also, that a similar condition exists on other forest highway sections in the state. He said there are no forest funds available at present to finance the needed improvements but recommended that serious consideration be given to all of them in the allocation of future forest highway funds. The Commission approved the Engineer's recommendation.

The Commission had under consideration the application of the Pelican Bay Lumber Company, Klamath Falls, for permission to operate logging trucks across the right of way of The Dalles-California Highway at a point about 1,000 feet north of the Diamond Lake Highway Junction in Klamath County, in which they advised that they expect to operate in this service not less than eight trucks which will make about 120 crossings of the highway each day and that their operations will extend over a period of about five years. The Engineer gave as his thought that the request should be denied because, undoubtedly, the operations will prove a constant source of trouble and will require continuous repair of the highway at the point of crossing; also, because they will interfere with other traffic on the highway and will present a serious traffic hazard notwithstanding the fact that the operations might be carried on under flag. He suggested that inasmuch as the operations will extend over a period of five years, the company should be required to construct a rough timber overhead crossing over the highway for its trucks, which would eliminate the hazard and interference with other traffic, and could be built for about $6,000. The Commission approved his suggestion by unanimous vote and instructed him to so inform the company. He was also instructed to have Division Engineer Lytle contact the company officials and explain to them in detail the reason for this action.

A letter was presented from Liljequist, Swanton and Black, Attorneys, Marshfield, requesting on behalf of Lakeside Supply Company, Lakeside, Oregon, permission to erect some signs along the right of way of the Oregon Coast Highway near the junction with the county road leading to Lakeside, directing traffic to that town which is located about one mile east of the Oregon Coast Highway in northern Coos County. The Engineer stated that the Highway Department now maintains standard signs at this location directing traffic to Lakeside, and, in his estimation, additional signs are not needed. He recommended that the request be denied. The Commission approved his recommendation by unanimous vote.

The Engineer brought up for discussion the matter of painting traffic lanes along the Pacific Highway through the town of Oswego. He said that between "A" and "B" Avenues in this town, diagonal parking is now in effect on the west side of the highway, which reduces the usable width of the street for moving traffic by one traffic lane, whereas, if parallel parking were required, four lanes could be utilized. He further stated that the matter was at one

time taken up with the Oswego City Council with a view in mind that the Council would pass an ordinance requiring parallel parking; however, that was never done because of objections offered by some of the merchants of the town. He declared that there are more dangers connected with diagonal parking than with parallel parking and requested instructions whether he should pursue the matter further with the City Council or simply go ahead and paint stripes for three lanes of traffic. The Attorney advised that if the Pacific Highway through Oswego is a city street, then the City has full control thereover including the establishment of rules for the parking of cars. He suggested that it might be a good idea to secure the enactment of a law at the next meeting of the Legislature which would give the State Highway Commission more control over city streets which are used as state highway routes. In view of the Attorney's opinion and the apparent preference of the business men of Oswego for diagonal parking, the Commission decided to discontinue further attempts to secure parallel parking and accordingly instructed the Engineer to paint the pavement through this town for three lanes of traffic. The Attorney was instructed to prepare a bill for presentation to the next legislative session in line with his suggestion.

The Commission had under consideration a joint letter from Lane County Court, City of Eugene and the Eugene Chamber of Commerce thanking the Commission for the consideration that it has shown to Lane County in the past and expressing their hopes that the Commission will proceed with the relocation and construction of the Junction City-Eugene Section of the Pacific Highway in accordance with its plans heretofore adopted; also, expressing their confidence in the Commission and its plans for the future development of the state as a whole. The Commission ordered this communication filed in the department's records.

A communication was presented from Mayor A. D. Paddock, Gladstone, Oregon, opposing the adoption of Arlington Street, Gladstone, as a state highway route through their town connecting the East Portland-Oregon City Highway and the so-called East 82nd Street road, and suggesting that Dartsmouth Street would provide a much better connection. The Engineer stated that he is investigating a connection between these two highways and, while they have not been completed, present indications are that a more satisfactory connection could be made across the northern part of this town. The Secretary was instructed to transmit this information to Mayor Paddock.

A communication was presented from Ash Valley Grange No. 721, Douglas County, urging the Commission to complete at an early date the construction of the Umpqua Highway between Scottsburg and Reedsport, a distance of about 15 miles. The Secretary was instructed to reply that the Commission is not in a position at the present time to make a definite commitment of funds but will bear this project in mind in the formulation of its 1935 construction program.

There was presented to the Commission a joint letter from the City of North Bend, North Bend Chamber of Commerce, City of Empire and the Empire Chamber of Commerce requesting that in the event the State of Oregon receives





additional grant monies for highway construction work, consideration be given to the improvement of the Cape Arago Secondary State Highway for its entire distance from Empire to Cape Arago State Park, said improvement to consist of regrading, realigning, resurfacing and oiling. The Secretary was instructed to acknowledge receipt of the letter and state that the Cape Arago Secondary State Highway will be considered along with others in the formulation of the 1935 highway program, but the Commission is not in a position at the present time to make any definite statements in regard thereto because it has not yet received the rules and regulations which are to govern the expenditure of the new federal funds and is without knowledge as to whether or not any of these monies can be expended on secondary highways.

The Secretary presented a letter from Mrs. A. E. Rockey, Chairman of Public Relations, Oregon Roadside Council, in regard to the application of the Daughters of the American Revolution for permission to erect and maintain a monument or marker on state-owned property adjacent to the right of way of the East Portland-Oregon City Highway near the town of Milwaukie, said letter being in response to the Commission's request for a recommendation in regard to this matter. Mrs. Rockey advised that she was unable to obtain sufficient information to justify her offering any advice on whether, from an historical point of view, such marker should be placed on the highway system and, if so, where. It was her suggestion that the authorities of the Oregon Historical Society be consulted. The Commission instructed the Secretary to request a recommendation from the Oregon Historical Society.

Parks Engineer S. H. Boardman was present in regard to a number of park matters. He advised that the Federal Government has allotted to the State of Oregon this year, for the development of state parks only, eleven CCC camps which will come under his direct supervision; also, that these camps will employ about 2,500 men who will not only do development work in the parks in which the camps are located but will also extend their operations to other parks which are readily accessible to the main camp and will do a very worth-while work in park development and cleaning up of highway roadsides, but their services are necessarily restricted to park areas because of federal rules and regulations. He pointed out that the United States Forest Service will have about 60 CCC camps in Oregon this year under its supervision, or about double last year's allotment, which will operate in the national forests of this state, and suggested that it might be possible to obtain the services of some of these CCC workers to clean up lands adjacent to the state highways within the national forests which contain some of the state's most excellent scenery. He recommended that a letter be written to Mr. C. J. Buck, Regional Forester, requesting that this clean-up work be given consideration by him in arranging his CCC program for this year. The Commission approved the recommendation and instructed the Engineer to write such letter.

The Parks Engineer also reported that, as instructed, he investigated the proposition proposed by the Lions Club of The Dalles to erect a monument adjacent to the new west entrance of the Columbia River Highway into The Dalles to mark the Lewis and Clark camp site at the mouth of Mill Creek, and it is his recommendation that the Commission defer action in re-

gard thereto for about six months when the new highway entrance will be completed. The Commission approved the recommendation and instructed the Secretary to advise The Dalles Lions Club of the action taken.

The Parks Engineer recommended for purchase as a state park a 120-acre tract of land located adjacent to the Columbia River Highway at McCord Creek, Multnomah County. He said that the tract not only contains a very fine stand of virgin timber, but a most outstanding feature of the area is the beautiful falls on McCord Creek which passes through the property. He advised that the tract is owned by the Crown Willamette Lumber Company which has signified its willingness to sell the property to the State for the sum of $7500; also, that if the State purchases this site, he will develop it this summer with workers from the CCC camp which he has established in Benson Park. He pointed out that the State of Oregon now owns a considerable area adjoining this proposed park, and he suggested that if the Commission approves the purchase of the 120-acre tract, an attempt also be made to secure control of the adjoining State property, and another small parcel of land containing about one acre which fronts on the highway and is surrounded by the 120-acre tract. The State Highway Engineer advised that he has given this matter considerable thought and in his estimation the price is very reasonable and the property should be acquired at this time in order to preserve it for future generations. He called attention to the fact that the Commission included this year in its budget for state funds, an amount of $75,000 for the purchase of park areas, and gave as his thought that this area meets the Commission's requirements, in regard to the expenditure of this money, admirably. He recommended that an option be secured from the Crown Willamette Lumber Company at the price quoted to the Parks Engineer; also, that an investigation be made regarding the acquisition of the state-owned property adjacent to the Crown Willamette property, and a further investigation regarding the one-acre tract fronting on the highway. After some discussion of this matter the Commission indicated its approval of the purchase of the Crown Willamette property for $7500 in the event the company cannot be prevailed upon to take a lesser sum. A motion was made and carried that the entire matter be referred to Chairman Cabell with power to act in accordance with his best judgment. The Attorney was instructed to secure an option for the purchase of this tract and also the one-acre tract. He was also instructed to investigate the possibility of acquiring the adjacent state-owned property as an addition to the proposed park.

The Parks Engineer reported the receipt of a communication from C. A. Robertson, West Salem, recommending that the State Highway Commission purchase the area lying between the Salem-Dallas Highway and the Willamette River through the town of West Salem. He stated that the purchase of this property would involve an expenditure of about $50,000; furthermore, it would establish a precedent for buying park areas within the corporate limits of other cities and towns, which he could not recommend. He gave as his thought that the city should acquire the property as a city park and so recommended. The Commission voted unanimously to deny Colonel Robertson's request and instructed the Parks Engineer to advise him of the action taken.





The Parks Engineer also reported the receipt of a communication from H. A. Chapin, Secretary of Reedsport Chamber of Commerce, requesting permission from the Commission to maintain a Boy Scout camp in Umpqua State Park which is located adjacent to the Oregon Coast Highway a short distance south of Winchester Bay in Douglas County. He recommended that the request be denied for the reason that if this privilege is granted, it will establish a precedent for the use of state parks which would be difficult to avoid in disposing of the many requests that are received for similar privileges, and would defeat the intent and purpose of the park areas. He pointed out that a similar request has been received from the Girl Scouts, Inc., of Lane County, for the use of a portion of the state park located at Cleawox Lake, in western Lane County, and for similar reasons he recommended the denial of this request. After some discussion the Commission approved the Parks Engineer's recommendations by unanimous vote and instructed him to notify the petitioners of the action taken.

The Parks Engineer recommended to the Commission the purchase of an additional tract of land to enlarge the present state park located at Woahink Lake near the Oregon Coast Highway in Lane County. He said that this is a very fine tract of timber containing from 100 to 150 acres of land with long frontage on the lake, and should be acquired by the State to fill out the present state park. He exhibited a map showing the area and gave as his thought that it could be purchased at this time for a reasonable sum. After some discussion the Commission authorized the Parks Engineer to secure an option for the property and report thereon at a subsequent meeting.

The Parks Engineer also brought up for discussion the matter of acquiring an addition to the state park located at Short Sand Beach near Cape Falcon in northern Tillamook County. He said that Mr. W. P. Sinnott and associates, Portland, own a large acreage adjoining Short Sand Beach on the north, which would make a very fine addition to the present park inasmuch as it overlooks the ocean and contains a very fine stand of timber. He gave as his thought that this property could be purchased for a very reasonable sum and urged that this be done so as to permit the development of the property this summer with CCC workers. The Commission indicated their approval of the acquisition of this property and by unanimous vote authorized the Parks Engineer to secure an option for the purchase of the same.

The Parks Engineer also reported that Mr. S. G. Reed, Nehalem, owns about 100 acres of land located immediately south of Short Sand Beach State Park, and that Mr. Reed previously indicated that he wished to present this property to the state as a gift for park purposes. He said that he has not investigated title to this property but believes there are considerable back taxes due on it. He recommended that the property be acquired as an addition to the present park provided Mr. Reed is still of the mind to donate it to the state, and suggested that if it becomes necessary, he be authorized to inform Mr. Reed that the state will pay the back taxes if he will deed the property to the state. The Commission approved his suggestion and authorized him unanimously to contact Mr. Reed in regard to the matter on that basis.

The matter of providing a name for the state park located at Newport, was brought up for discussion. The Parks Engineer advised that the

5-1-35

people of Newport want this park given the name of "Yaquina Bay Park". The Commission thought it best to secure a recommendation from Lewis A. McArthur, Secretary of the Oregon Historical Association, before deciding this matter, and instructed the Secretary to request such recommendation.

The Secretary was also instructed to request a recommendation from Mr. McArthur regarding the naming of the state park located along the Siuslaw Highway and the Long Tom River about 20 miles west of Junction City in Lane County, it appearing that the people of this district have requested that this park be named "Alderwood Park".

The Parks Engineer requested instructions regarding an application from Mr. Alex Mackey, Coquille, who wishes to conduct mining operations in the ocean beach sands fronting on Battle Rock Park at Port Orford, Curry County. He recommended that the application be denied. The Commission approved his recommendation by unanimous vote.

The Parks Engineer also requested instructions regarding a request from Mr. W. H. Moffett, Silverton, for concession privileges at Silver Creek Falls State Park, in Marion County. He stated that development in this park has not yet reached the stage where it would be advisable to grant any concessions, and he recommended that the request be denied. The Commission approved his recommendation.

The Commission had under consideration the matter of continuing the services of Mr. Sam Lancaster as caretaker at Yeon Park adjacent to the upper Columbia River Highway in Multnomah County. It was brought out in the discussion that this park has been deeded to the Federal Government for use in connection with the Bonneville Dam construction, hence a caretaker is no longer required; also, that Mr.Lancaster is getting along in years and is not capable of performing strenuous labor, and there is a question whether or not he should be continued on the state payroll. After some discussion the matter was referred to Chairman Cabell with power to act.

The Attorney presented a letter from Mr. R. R. Gardiner, agent for John Schroeder Lumber Company, Portland, inquiring as to the Commission's plans for acquiring additional right of way along the Salmon River Highway across the property of a Mr. John Schroeder and stating that they have plans to log this property and if the State wants it to preserve the timber standing thereon, they will sell it to the State at the rate of $2.50 per thousand feet of stumpage. He inquired whether or not he should negotiate for the purchase of any of this property in order to preserve the timber. The question arose as to how much extra right of way was needed. The Parks Engineer recommended a strip approximately 500 feet wide on each side of the highway as being necessary in order to lessen the possibility of the trees being blown down by strong winds. After some discussion the Commission authorized the Attorney to negotiate for the purchase of a strip of land 400 feet or 500 feet wide across the Schroeder property, and to report the results thereof at a subsequent meeting.

The Commission had under consideration matters pertaining to the





secondary state highway system. It was brought out in the discussion that the present secondary system contains roads that have been improperly classed as secondary highways and it might be advisable to make some adjustments to include only those roads that will best fit into the system and will provide for a more orderly development of secondary roads. The Engineer recommended a thorough investigation of the secondary roads in each county to secure information for a study to determine what changes, if any, should be made to provide an orderly system of secondary highways. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission adjourned at 11:00 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning in the auditorium of the Public Service Building.

Portland, Oregon, May 2, 1935.

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for the construction of state highway projects were opened and read in conformance with previously published notice:

HOOD RIVER SECONDARY HIGHWAY
JERICHO LANE SECTION - ROAD MIX OIL SURFACE TREATMENT

| | |
|---|---|
| Babler Bros. | $ 5,240.00 |
| Northwest Roads Co. | 5,615.00 |

RAISE AND RESHINGLE SHOP BUILDING, SALEM

| | |
|---|---|
| O. N. Pierce & Co. | 975.00 |
| Caufield & Savage | 1,070.00 |
| Fred A. Erixon | 1,398.00 |
| Frank Neave | 1,496.00 |
| A. T. Brocker | 1,660.00 |

EIGHTY-SECOND AVENUE, PORTLAND
FOSTER ROAD-FLAVEL STREET SECTION - PAVING

| | |
|---|---|
| Kern & Kibbe | $63,964.90 |
| Harold Blake | 68,121.50 |

Continued on next page

Foster Road - Flavel Street Section - Paving - Continued

| | |
|---|---|
| Jacobsen-Jensen Co. | $69,573.50 |
| Theodore Arenz | 69,882.50 |
| Edlefsen-Weygandt Co. | 71,787.20 |
| The United Contracting Co. | 84,350.50 |

COLUMBIA RIVER HIGHWAY
CONSTRUCT FOUR PIERS FOR BRIDGE OVER EAGLE CREEK

| | |
|---|---|
| Tom Lillebo | $31,675.00 |
| MacRea Bros. | 41,440.00 |
| Kuckenberg-Wittman Co., Inc. | 41,525.00 |
| Shattuck & Neland | 45,832.00 |

THE DALLES-CALIFORNIA HIGHWAY
MAUPIN-COW CANYON SECTION
FURNISHING CRUSHED ROCK IN STOCK PILES

| | |
|---|---|
| H. C. Rogers | $ 9,995.00 |
| Chas. H. Hoyt | 11,866.00 |
| Saxton & Looney | 12,010.00 |
| R. I. Stuart & Sons | 12,640.00 |
| Kuckenberg-Wittman Co., Inc. | 13,995.00 |
| Arthur A. Hardesty | 15,045.00 |
| Babler Bros. | 15,130.00 |

Chairman Cabell announced that the Commission will award the contracts at 3:00 o'clock p. m. in the same room.

F. J. Kernan, contractor to whom the Commission on April 24 awarded contract No. 1737 for the construction of the Cascade Locks Section of the Columbia River Highway in Hood River County, appeared before the Commission and requested the modification of the specifications in regard to the use of cutback in the pavement work involved and assurance that he will not be penalized for failing to complete the job within the time limit specified in the contract, it being his thought that high water in the Columbia River will interfere with his operations. He stated that he did not have knowledge at the time he bid on this work, that the specifications called for the use of cutback, and thinking that he had no need in the near future for his paving equipment, sold it and is not now in position to carry on the work in accordance with the specifications without considerable extra expense. The Engineer advised that the specifications have not been changed and the fact that Mr. Kernan did not read them is no justification for their modification at this late date; further, that this is a Federal Aid project and the specifications could not be changed without the consent of the Bureau of Public Roads and considerable confusion. W. H. Lynch, District Engineer of the Bureau of Public Roads, was present and stated that the project was advertised on a certain basis and insofar as the Bureau of Public Roads is concerned, it would have to be carried through on that basis. The State Highway Engineer recommended that Mr. Kernan be required to complete this job





in accordance with the specifications as written, and if he does not want the job on that basis, that his bond be declared forfeited and the project be readvertised for new bids. He further recommended that the time for the completion of the project be extended, without penalty, the exact number of days that elapsed from the day bids were opened to April 24 when the contract was awarded and the contractor notified thereof. After considerable discussion of this matter Chairman Cabell informed Mr. Kernan that the Commission will stand on its legal rights in regard to carrying through this contract, and will expect Mr. Kernan to stand on his rights. Mr. Kernan finally agreed to sign the contract as written, and to start construction operations immediately with the understanding that the time limit for the completion of the project will be extended in conformance with the Engineer's statement. He agreed to submit no claim for extra compensation arising out of the delay in the award of this job to him, except a claim for such extension of time.

Messrs. R. S. Clore, W. J. Benton and E. C. Hart, residents and businessmen of the Santa Clara district between Eugene and Junction City in Lane County, came before the Commission and presented petitions signed by 413 residents, property owners and tax payers of this district, and other persons interested in the improvement of the Pacific Highway between Junction City and Eugene, requesting the retention and improvement of the present highway route between these places rather than the construction of a new highway as has been proposed. They declared that the present highway passes through the richest and most highly developed part of the Willamette Valley and is the show place that has brought many hundreds of people to settle there; further, that a change in the highway route would greatly reduce property values of the area affected, and especially the business interests along this route. They gave as their thought that it would be far better if the federal money which was appropriated for the elimination of railroad grade crossings was used to finance the elimination of several of the grade crossings on the present road rather than to construct a new highway. They also mentioned the inconvenience incident to high water in the Willamette River and advised that the U. S. Army Engineers have plans for the improvement of the Willamette River channel which, if they materialize, will control the flood waters and no more trouble will be experienced on that account. Mr. Clore stated that there are eight auto camps on the present route that will be forced out of business if the present highway route is not retained. He also stated that a considerable portion of the extra right of way required to widen the road to 80 feet, will be donated. It was explained to the delegation that the Commission does not yet know how much money Oregon is to receive this year from the Federal Government, neither has the Commission been advised as to the rules and regulations that are to govern the expenditure of these funds, therefore, the Commission can make no definite statements at this time as to how or where this money is to be expended; also, that it is doubtful if the Bureau of Public Roads would approve the expenditure of these funds for the elimination of railroad grade crossings on the present road inasmuch as it has been proposed to eliminate these crossings by relocation of the highway. Mr. Hart inquired what would become of the old road if the new highway is built. He was informed by the

Engineer that the Commission has not yet decided that question, but whatever the decision the road would continue to be maintained in good condition. He pointed out that the estimated cost to construct five railroad grade elimination structures on the present highway would nearly equal the cost to eliminate these crossings by reconstructing the highway on an entirely new location, and if the money were spent that way there would be only one paved road between Eugene and Junction City, whereas if the available money were spent for the construction of the new highway, the traveling public would have the advantage of two paved roads between those points. After further discussion, Chairman Cabell advised the delegation that whereas the Commission is not in position to make any definite statements at this time, their petition will be given due consideration before a definite allocation of the federal money is made, and a public hearing on the subject of the proposed change will be held to give the people affected an opportunity to express themselves in regard thereto.

Messrs. L. Adams and C. G. Green, Oregon City, came before the Commission and discussed informally proposed routes for the East Portland-Oregon City Highway through Oregon City. Mr. Adams stated that they are in favor of the "Bluff" route because it will eliminate the railroad crossing, is the most scenic, and will leave available for parking of automobiles the space between Water Street and the Willamette River. Chairman Cabell informed the gentlemen that the Commission has not yet definitely decided on a route for this highway through Oregon City, and will not do so until definite information has been received as to how much federal money Oregon is to receive this year, and the rules and regulations governing its expenditure. He further advised that the Commission's engineers are making additional investigations of the alternate routes proposed for this road so that full and complete information in regard to each will be available for study. The gentlemen offered to assist the Commission in any way possible in connection with this matter.

The Attorney reported that in connection with the acquisition of right of way for the improvement of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County, an option was taken for right of way across the property of Edna Telford, et al, the price being $250.00, and it now appears that the State Bonus Commission has a mortgage on this property and this Commission claims that the location of the highway was changed and as a consequence the property has been damaged to the extent of an additional $1,000. He stated that the Bonus Commission agreed at one time to release this mortgage upon the payment of the sum of $259, but on account of alleged misrepresentations on the part of the right of way buyer, is now asking the extra amount and has filed suit to collect it. He read a letter from the Bonus Commission concerning the matter and inquired whether he should negotiate further with them, or should condemn the property. After some discussion the Commission instructed the Attorney to ascertain the facts in the case from the right of way agent, and if he finds that the option is valid and that no misrepresentation has been made, then if the Bonus Commission will not agree to settle in conformance with the





option, he is to condemn the property; however, the full facts of the case are to be determined before commencing the condemnation proceedings.

The Attorney also reported that at a previous meeting of the Commission he was instructed to aid the City of Rainier in acquiring right of way for the proposed improvement of the Columbia River Highway at the south city limits. He said that some difficulty has been encountered in securing options from a man by the name of Tucker who demands that his house be moved back from the highway and that he be paid the sum of $3,000 for certain improvements to his property. He said that the City of Rainier is not financially able to pay this cost and it now appears necessary to condemn the property and that the State will have to pay the cost thereof unless the City will agree to reimburse the State for such expense. He requested instructions as to how to proceed. The Engineer gave as his thought that the matter could be satisfactorily disposed of by the construction of a small retaining wall in front of Mr. Tucker's property. After some discussion the Commission decided, in view of the circumstances, to defer decision in this matter until it is known definitely whether or not the job can be undertaken this year.

The Commission had under consideration the matter of a relocation of the Columbia River Highway between Troutdale and Cascade Locks, and the matter of the adoption and approval of the proposed new route, and the adoption and approval of the survey of the Eagle Creek Section of said route. Whereupon Commissioner Aldrich moved and Commissioner Washburne seconded the adoption of the following resolution, which motion received the unanimous vote of the members of the Commission, and was declared carried and the resolution adopted, to-wit:

WHEREAS, the Columbia River Highway between Troutdale and Cascade Locks, as now located, constructed and in use, employs many dangerous curves, steep grades, imperfect alignment, and narrow roadbed; and

WHEREAS, a portion of said existing highway will be encroached upon by the relocated and reconstructed line of the Union Pacific Railroad in the vicinity of Bonneville Dam, and by reason thereof it is deemed advantageous to reconstruct said highway prior to the operation of the railroad over its new alignment; and

WHEREAS, the construction of the Bonneville Dam will necessitate a reconstruction of the Eagle Creek Bridge now a part of the existing Columbia River Highway, and it is deemed to be for the best interests of the general public that said bridge be constructed on the new highway alignment rather than reconstructed on the existing alignment; and

WHEREAS, for the purpose of providing a thoroughfare having more perfect alignment, easier grades, safer curves and one that will lend itself more effectively to economy of maintenance and

operation thereover, the Commission heretofore determined to relocate and reconstruct the Troutdale-Cascade Locks Section of said highway; and

WHEREAS, pursuant to the order, authorization and instruction of this Commission the State Highway Engineer has made a reconnaissance survey of a proposed route along which to relocate and reconstruct the Columbia River Highway between Troutdale and Cascade Locks and has in detail surveyed the Eagle Creek Section of said route, which said proposed route and survey are now before this Commission for approval and adoption; and

WHEREAS, after due consideration it is the judgment and decision of this Commission that the best interest of the State and the general public will be served by the adoption of said proposed route between Troutdale and Cascade Locks and the approval and adoption of the said survey of the Eagle Creek Section of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively participating, as follows:

1. That the route of the Columbia River Highway between Troutdale and Cascade Locks be altered, modified and changed to conform to the route proposed by the State Highway Engineer, by which change and modification the route between said points shall be and the same hereby is defined and described in general as follows, to-wit:

Beginning at a point at or near Troutdale in Multnomah County, Oregon, crossing the Sandy River and the Union Pacific Railroad and extending thence easterly closely paralleling the Columbia River; thence along or near the Union Pacific Railroad to a point at or near Dodson; thence recrossing the Union Pacific Railroad and following generally the route of the existing highway but on a different alignment and grade to a point at or near Cascade Locks in Hood River County, Oregon.

2. That the survey of the Eagle Creek Section of said highway hereby is approved and adopted, and the Engineer is hereby authorized and directed to prepare plans and specifications for the construction of said Eagle Creek Section of the Columbia River Highway along said route and in harmony with said survey, the particular location of said section being defined as follows, to-wit:

Beginning at a point on the existing Columbia River Highway, which point is approximately 500 feet north and 600 feet east of the south one-quarter corner of Section 21, Township 2 North, Range 7 East of the Willamette Meridian, Multnomah County, Oregon; thence running in a general northeasterly direction





to a crossing with Eagle Creek at a point approximately 800 feet upstream from the confluence of said Creek with the Columbia River; thence continuing in a general northeasterly direction to a point which is approximately 1,000 feet south and 400 feet west of the northeast corner of Section 22, Township 2 North, Range 7 East of the Willamette Meridian, Multnomah County, Oregon; being approximately 1.5 miles in length .

3. That the map upon which is reflected and shown the location and alignment of the survey of said Eagle Creek Section, which map for identification bears the date of May 2, 1935, and likewise bears the signature of R. H. Baldock, State Highway Engineer, be and the same hereby is approved and adopted as the official map in the records and files of the State Highway Commission showing and reflecting the location and alignment of the said Eagle Creek Section of the Columbia River Highway. (*)

4. Be it further resolved that this resolution be entered in the minutes and records of the Highway Commission.

The Attorney requested instructions in regard to the acquisition of certain parcels of right of way needed for the improvement of the West Side Pacific Highway east of the Votaw undercrossing in Washington County. He stated that there is a section of highway about one-half or three-fourths of a mile east of Votaw Undercrossing for which right of way options have been secured, but the Commission previously ordered that these options be not closed because the project is not up for immediate construction. He also stated that news reports indicate that there is to be considerable movement to locate in this part of the state, families from the drought and wind-stricken sections of the country, which, if it materializes, will very likely result in raising real property values, in which event the State would have to pay considerably more for this right of way than if advantage were taken of the present low prices mentioned in the options. He submitted a list of properties for which options have been secured, involving an expenditure of about $3,135.00. The Engineer stated that surveys have been made for the reconstruction of the West Side Pacific Highway from Portland to Newberg and McMinnville, and that portions of this road have already been reconstructed, and that it is planned to rebuild soon the section from Rex Hill to the Votaw Undercrossing which would necessitate the acquisition of the property mentioned by the Attorney. He recommended that the options be taken up if further study of the plans discloses the survey to be in the proper location. The Commission approved his recommendation by unanimous vote.

The Commission by unanimous vote adopted the following resolution abandoning as parts of the state highway system, two short sections of the West Side Pacific Highway, 4.22 miles and 5.45 miles, respectively, distant westerly from Newberg, which are no longer of value as state highways as a result of reconstruction of the highway on new alignment at these points.

(*) Blueprint or map referred to filed in Right of Way Abandonment Resolution File, being File No. 2.

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate portions of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there were eliminated and made unnecessary as parts of the completed highway certain sections or parts thereof, which sections or parts are more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as parts of the state highway system the fragments or portions of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating as follows:

1. That the fragments of land confined within the areas hereinafter designated, which fragments of land were formerly within the limits of the right of way of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County, but are now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragments of land are abandoned as parts of the right of way of said highway, and such fragments of right of way are, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting properties or to the control and supervision of the County Court of Yamhill County, for highway or other public purposes. The fragments or parcels of land affected by this resolution are defined and described as follows, to-wit:

(Left or right side of road with reference to traveling from Newberg to McMinnville)

Parcel "A" Left side of road opposite Stations 227+00 to 250+00
Parcel "B" Right side of road opposite Stations 288+00 to 317+00

In addition to the above descriptions, designations and definitions of said fragments of land and for a more particular description and location there is made a part hereof a map or blueprint, marked "Exhibit 'A'", and there is also made a part hereof a map or blueprint, marked "Exhibit 'B'", both of which bear for purpose of identification the signature of R. H. Baldock, State Highway Engineer, and W.E. Chandler, Division Engineer, and bear date of April 20, 1935, upon





which maps are reflected the above described parcels of land by showing the same colored in red and having thereon parcel designations as given above, which maps or exhibits by reference thereto are hereby made a part of this resolution.

2. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof be promptly delivered to the County Court of Yamhill County, together with a copy of said exhibits or maps, for such action as said County Court may desire to take with respect to said fragments of land and their continued use for public highway purposes. (*)

The Commission also, by unanimous vote, adopted the following resolution abandoning as a part of the state highway system a portion of the Pacific Highway in Douglas County, located at Winston bridge about six miles south of Roseburg, said section being no longer required as a state highway in view of the fact that the highway has been reconstructed on new alignment:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Pacific Highway in Douglas County; namely the section beginning approximately 6 miles south of the south city limits of Roseburg (approximately Mile Post 205.6) and extending southerly across the South Umpqua River to approximately Mile Post 206.4, all lying in Section 15, Township 28 South, Range 6 West, W. M.; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there was eliminated and made unnecessary as a part of the permanent and completed highway a certain section or part thereof, which section or part is more specifically defined and described hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the Pacific Highway in Douglas County the fragment or portion of right of way of the old highway hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land comprising a portion of the old right of way of the Pacific Highway in Douglas County, which fragment of land is confined within the area hereinafter described, and which area has been eliminated from the newly located and constructed Pacific Highway be and said discarded right of way and fragment of land hereby is abandoned as a part of the right of way of the

(*) Blueprint or map referred to filed in Right of Way Abandonment Resolution File, being File No. 5

Pacific Highway in Douglas County from a point approximately six miles south of Roseburg, southerly approximately 0.8 mile, and said abandoned right of way or area, insofar as control or supervision of the same by this Commission is concerned, is left to revert to the adjoining or abutting property owners or to the control and supervision of the County Court of Douglas County for highway or other public purposes as said County Court may determine. The limits of said abandoned portion of the right of way and the area thereof are described as follows, to-wit:

A parcel of land, lying in Section 15, Township 28 South, Range 6 West, W. M., Douglas County, Oregon, said parcel being a strip of land 60 feet in width, 30 feet on each side of the following described center line:

Beginning at a point on the originally constructed center line of the Pacific Highway at engineer's center line Station 1219+08.2 P. C., said point also being approximately 1290 feet north and 73 feet east of the southwest corner of said Section 15, Township 28 South, Range 6 West, W. M.; thence on a 286.5 foot radius curve right, (the long chord of which bears North 71° 55' East) a distance of 158.5 feet to Station 1220+66.7 P.T.; thence North 87° 46' East a distance of 1026 feet to Station 1230+92.7 P. C.; thence on a 477.5 foot radius curve left, (the long chord of which bears North 63° 08' East) a distance of 410.6 feet to Station 1235+03.3 P.T.; thence North 38° 30' East through an equation a distance of 761.5 feet to Station 1241+62.2 P. C.; thence on a 573 foot radius curve left (the long chord of which bears North 31° 50' East) a distance of 133.3 feet to Station 1242+95.5 P. T.; thence North 25° 10' East a distance of 767.4 feet to Station 1250+62.9 P. C.; thence on a 573 foot radius curve right (the long chord of which bears North 30° 55' East) a distance of 115.1 feet to Station 1251+78; excepting that portion of the above described strip of land which now lies within the present established right of way.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, along which area appear the words "abandoned portion of Pacific Highway", and which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, and H. G. Smith, Construction Engineer, and bears date of April 25, 1935.

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe





condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Clerk of Douglas County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Pacific Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Douglas County and beyond any responsibility or supervision by the State Highway Commission. (*)

The Commission had under consideration the adoption of a resolution abandoning as a part of the state highway system the old Pacific Highway between Central Point and Medford in Jackson County, which has been rendered valueless as a state highway because of the relocation of the highway between these points. Action on this matter was deferred by the Commission pending a report from the Attorney on the status of this road, there being some question in the minds of the Commission whether or not it has legal authority to remove this section from the state highway system in view of its length.

In connection with this matter the Commission ordered that hereafter when sections of state highways are to be abandoned by reason of reconstruction on new alignment, full details and complete information regarding them shall be presented to the Engineer for recommendation before being presented to the Commission. The Commission also ordered that when any section of any highway has been abandoned as the result of a line revision, notice of such abandonment shall be given by the Attorney to the county court of the county in which such section is located, and the county court requested to take appropriate action thereon, and to send a certified copy of such action to the Commission for its records and files.

The Commission had under consideration and signed a deed conveying to the United States of America for Coast Guard purposes, Lot 12 in Block 1 of the town of Newport in Lincoln County, said deed being a substitute for a certain bargain and sale deed heretofore executed by the Commission conveying the same property to the United States of America, the form of which deed was not satisfactory to the government officials.

The Commission also considered and signed the following agreements:

Agreement with Gardiner Mill Company covering acquisition by the State of certain property owned by the Gardiner Mill Company

(*) Blueprint or map referred to filed in Right of Way Abandonment Resolution File, being File No. 6

which is needed for right of way for the reconstruction of the Oregon Coast Highway between the north approach of the Umpqua River Bridge and the town of Gardiner in Douglas County.

Agreement with Macleay Estate Company providing for the construction by said company, of a connection between the Oregon Coast Highway and a certain service road at or near the north approach to the highway bridge over the Rogue River at Wedderburn in Curry County.

Agreement with the United States Forest Service providing for the maintenance of the John Day-Burns Highway from the town of John Day south a distance of 10.23 miles, whereby the State is to maintain said section of highway for a period of one year from August 12, 1934, and is to be reimbursed by the Forest Service for such expense, but after August 12, 1935, the State is to maintain the road at state expense.

Agreement with the Board of County Commissioners of Multnomah County, whereby Multnomah County agrees to maintain at County expense the West one-half of S. E. 82nd Avenue, Portland, from S. E. Duke Street to S. E. Flavel Street which is being reconstructed by the State as a federal aid municipal project, being known as project No. NRM 199-G, 1935.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements through the State. He submitted a list of such properties which the Commission approved after careful consideration. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are,





approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Gales-Dixie Section, Old Oregon Trail Highway** | | | | |
| Feldenheimer Investment Co. | Gravel Site | 3.72 | @ $10.00 per acre | Parker |
| **Gold Hill Section, Pacific Highway** | | | | |
| Southern Pacific Company | R/W | 36329 Sq. Ft. | @ 3¢. per sq.Ft. | DeSouza |
| **Criterion Section, The Dalles-California Highway** | | | | |
| Hunt, W. E. | Stock Pile | 0.908 | $5.00 Lump Sum | McCallister |
| Hunt, W. E. | Quarry | 4.258 | $50.00 " " | " |
| Hunt, W. E. | Stock Pile | 0.632 | $5.00 " " | " |
| Hinton, J. E. | Stock Pile | 0.752 | $10.00 " " | " |
| Connolly, Thos. A. | Stock Pile | 0.273 | $5.00 " " | " |
| **Redmond-Bend, The Dalles-California Highway** | | | | |
| Deschutes County Fair Assn. | R/W | 3.34 | Gratis | McCallister |
| **Neil Creek-Cougar Creek Section, Pacific Highway** | | | | |
| Porter, Jay A. | R/W | 0.084 | $5.00 Lump Sum | Benson |
| Crosslin, Wm. J. | R/W | 0.11 | 5.00 " " | " |
| Helm, Mary I. | R/W | 0.43 | @ 45.00 per acre | " |

The Commission had under consideration a letter from Contractor J. A. Terteling & Sons requesting a 10-day extension of time in which to complete their contract No. 1658 for the construction of a bridge over Burnt River on the Old Oregon Trail in Baker County. They stated that they were unable to complete the job within the specified time limit because of inclement weather which prevented the pouring of concrete and the removal of forms. The Engineer recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1658 with J. A. Terteling & Sons, construction of a bridge over Burnt River on the Old Oregon Trail in Baker County; completed April 25, 1935;

Contract No. 1668 with Berke Brothers, Inc., grading Unit 4 of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County; completed April 27, 1935;

Contract No. 1691 with Jacobsen-Jensen Company, for pavement resurfacing on the North Medford Section of the Pacific Highway in Jackson County; completed April 18, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1658 with J. A. Terteling & Sons, construction of a bridge over Burnt River on the Old Oregon Trail in Baker County;

Contract No. 1668 with Berke Brothers, Inc., grading Unit 4 of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County;

Contract No. 1691 with Jacobsen-Jensen Company, for pavement resurfacing on the North Medford Section of the Pacific Highway in Jackson County;

NOW, THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

The Commission set Thursday, May 23, as the date for its next regular meeting for the receiving of bids, and instructed the Secretary to make the usual arrangements to hold this meeting in the auditorium of the Public Service Building, Portland.

Messrs. Omar C. Spencer, J. W. Davis and G. A. Pearson of Portland, were present and urged the Commission to make provisions in its contract for the construction of the Swift Secondary Highway, for the safe passage of livestock across this road, in going to and from the Union Stockyards in North Portland, and the cattle dock located on Oregon Slough. Mr. Spencer was spokesman for the group. He said that each year several thousand head of livestock are shipped to the stockyards by means of barges on the Columbia River, which means of transportation is the most convenient and economical available and in many instances is the only feasible means of transporting the stock from Columbia River points to the stockyards - the stock being unloaded at their cattle dock and driven across the highway to the stockyards. He pointed out there is considerable hazard involved in driving





the stock across the highway and suggested that a cattle pass under the highway would eliminate this condition. He advised that this request is not being made from the standpoint of any personal gain to himself or to the stockyard people but is for the general benefit of livestock men whose activities are along the Columbia River, especially to those ranchers who, during periods of high water in the Columbia River, are required to move their stock from the lowlands to save them from drowning.

The Engineer advised that it would cost nearly $5,000 to construct the simplest kind of underpass at this point. Furthermore, such pass could not be operated during periods of high water because the elevation is low and it would be flooded. He also advised that for many years it has been the policy of the State Highway Commission to refuse to spend state money for improvements that apparently will serve only special interests; the practice being to limit its expenditures in that regard to the restoration of existing facilities which are destroyed by highway reconstruction work. He pointed out that the improvement now under way on this highway is contract work, and the contractor would very likely object to building the cattle pass at this late date because the highway pavement has already been constructed at the location of the crossing. He suggested that the solution of the problem might be the installation of movable gates, and an application for permission to install such gates would be given due consideration, although it would be a matter for the Commission to decide whether or not they would be permitted on the highway. He gave as his thought that if the permit were granted, it would require that the applicant assume full responsibility for the construction and maintenance of the gates, and that flagmen and suitable warning signs be maintained on the highway about 300 feet on each side of the gates while they were being operated.

Mr. Davis stated that he operates a barge on the Columbia River and is frequently required to move cattle to the stockyards. He said that anything the Commission could do to eliminate the present hazard of cattle crossing the highway would be appreciated by about 300 farmers who live along the Columbia River lowlands and in times of high water are required to move their stock quickly to places of safety in the stockyards where there are conveniences of housing and feeding. He approved as a temporary proposition the installation of movable gates as suggested by the Engineer.

Chairman Cabell gave as his thought that this matter is a problem for Swift & Company to solve. He inquired how the stock was moved across the road before it was designated a state highway. Mr. Spencer replied that gates were maintained by the stockyard people as an accommodation to the farmers. He agreed with Mr. Davis that movable gates might prove satisfactory for the time being provided they were equipped with automatic lighting devices. However, he said, the stockyard people are not interested in building and maintaining the gates and they would require that someone else assume such responsibility. The matter was discussed further, but the Commission deferred action thereon for future consideration.

Messrs. Chas. Gallogly and A. Fatland, Gladstone, Oregon, came before the Commission regarding the adoption of a highway connection between

the East Portland-Oregon City Highway and East 82nd Street road through the town of Gladstone. They declared that Arlington Street will provide the shortest connection between these two roads and urged the Commission to adopt this street as such connecting link. They were informed that the Commission has this matter in mind and expects to make a personal inspection of the alternate routes at a convenient time in the future.

The Commission adjourned at 12:00 o'clock noon to reconvene at 2:00 o'clock p.m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the Auditorium of the Public Service Building, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Mr. J. B. Whipp representing S. S. Montague, Chairman of the District Committee for the Crushed Stone, Sand & Gravel Industries Code, came before the Commission and protested the award of the contract for furnishing rock for the Maupin-Cow Canyon Section of The Dalles-California Highway in Wasco County, to H. C. Rogers, Yakima, Washington, who submitted the low bid therefor at the morning session. He stated that Mr. Rogers is not in good standing with the Code Authorities inasmuch as he filed no prices on this project until April 30, which is in violation of the Code requirements that such prices shall be filed at least five days before bids are opened. He pointed out that the precedent of similar cases indicates that the federal authorities may disqualify any certificates of compliance that Mr. Rogers may execute in connection with contracts involving federal funds, and subject such contracts to cancellation in the event that he undertakes the present contract contrary to the code provisions. He asked the Commission to defer the award of this contract at least until they have had an opportunity to contact Mr. Rogers relative thereto. The Engineer advised that insofar as Mr. Rogers' status with the State is concerned, he has committed no violation of any kind and is in good standing. He suggested that the proper thing to do would be to notify Mr. Rogers of his violation of the Code requirements, and then award the contract to him leaving it to his decision whether or not to complete the contract or forfeit his bid bond. He inquired whether or not the Code Committee would have any objections to such procedure, to which Mr. Whipp replied in the negative. After further discussion the Commission voted unanimously to accept Mr. Rogers' bid inasmuch as it is a legal one insofar as the State is concerned, and to award this contract to him at his bid price.

Mr. Rogers appeared before the Commission later in the session regarding this matter and stated that he understood that he did not have to file prices in connection with this project and if there is any possibility that he will get into difficulties by accepting the award of the contract, he would prefer to withdraw his bid. Chairman Cabell informed him that insofar as the State is concerned, his bid is legal and satisfactory, but his controversy is with the Code Committee which would probably interpose objections in the event he was the successful bidder on any project involving federal funds. He further stated that the Commission feels that it is obligated to accept the bid and to award him the contract inasmuch as he is the low





bidder, and it would be up to him then to decide whether to accept the award, or forfeit his bid bond. After some discussion Mr. Rogers stated that if the Commission awards him this contract he will accept the award and finish the job in accordance with the specifications, and will iron out his difficulties with the Code Authorities later.

The Engineer reported receipt of a communication from the City of Sheridan requesting that the Commission consider in its allocation of federal moneys that are required to be expended for municipal improvements, a project in the City of Sheridan involving the widening of Main Street, the route of the McMinnville-Tillamook Highway, throughout its entire length within the city limits. The Commission ordered the communication filed for future reference.

Mr. George McGee, City Manager of Hillsboro, and Mr. F. S. Bryson, Eugene, representing the League of Oregon Cities, appeared before the Commission and presented numerous applications from City League members for appropriations of federal funds for the improvement of city streets. They asked that the applications be accepted and given due consideration in the allocation of funds. They were informed by Chairman Cabell that the Commission does not yet know how much money it is to receive from the Federal Government; neither has it received rules and regulations governing the expenditure of such funds, therefore the Commission is not in position at the present time to make any commitments. However, the projects submitted will all be given due consideration by the Commission in the arrangement of its construction program.

Mr. McGee also brought up for discussion the matter of widening the Tualatin Valley Highway through the town of Hillsboro. He said that the improvement now under way is only 36 feet wide, which they consider too narrow for the amount of traffic this road carries, and suggested that the improvement be widened another 10 feet if possible. The Engineer advised that this could not be done under the present contract because the contract agreement calls for improvement of a certain width, and if it were modified at this late date, the extra cost would have to be paid by the State because the Bureau of Public Roads would not approve an expenditure of federal funds for the work. T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, was present and confirmed the statement of the Engineer regarding federal co-operation in financing the extra work involved.

County Judge C. H. Bailey and County Commissioners A. H. Boice and A. C. Thompson of Curry County, were present and asked the Commission to take over and maintain as secondary state highways the following county roads in Curry County: Squaw Valley road extending from the Coast Highway north of Wedderburn, to the Coast Highway at Euchre Creek; and the Chetco River road extending from Harbor up the Chetco River to the forest boundary approximately 12 miles. They stated that they have 131 miles of roads on their county road system and less than $12,000 of county money to maintain them, which is entirely inadequate for the purpose and to do any new construction, wherefore they are asking assistance from the State. They were informed by Chairman

Cabell that the Commission is not in position at the present time to make any commitment of funds because it does not yet know how much money it will have for expenditure this year; also, that the Commission realizes that there are some inequities in the state secondary highway system and plans to inspect these roads in the near future with the idea in mind of ironing out some of these inequities, and at that time will be glad to give consideration to the roads in Curry County.

At 3:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were received at the morning session, the Commission having previously approved these awards by unanimous vote:

Jericho Lane Section of Hood River Secondary Highway in Hood River County, 0.85 mile road mix oil surface. The low bid is that submitted by Babler Bros., Portland, at $5,240.00. The next low bid is that submitted by Northwest Roads Co., Portland, at $5,615.00. The Commission awards this contract to the low bidder, Babler Bros., at their bid price of $5,240.00.

Raise and reshingle a frame shop building located at the State Highway Shops in Salem, Marion County. The low bid is that submitted by O. N. Pierce & Co., Portland, at $975.00. The next low bid is that submitted by Caufield & Savage, Tillamook, at $1,070.00. There are three higher bidders. The Commission awards this contract to the low bidder, O. N. Pierce & Co., at their bid price of $975.00.

Foster Road-Flavel Street Section of 82nd Avenue, Portland, Multnomah County, 1.01 miles paving. The low bid is that submitted by Kern & Kibbe, Portland, at $63,964.90. The next low bid is that submitted by Harold Blake, Portland, at $68,121.50. There are four higher bidders. The Commission holds the award of this contract pending the signing of a maintenance agreement with Multnomah County, and refers all bids for the project to the Engineer with power to act when the agreement has been signed.

Construct four piers for a bridge over Eagle Creek on the Columbia River Highway 1½ miles east of Bonneville in Multnomah County. The low bid is that submitted by Tom Lillebo, Reedsport, at $31,675.00. The next low bid is that submitted by MacRae Bros., Seattle, Washington, at $41,440.00. There are two higher bidders. The Commission awards the contract to the low bidder, Tom Lillebo, at his bid price of $31,675.00.

Maupin-Cow Canyon Section of The Dalles-California Highway in Wasco County, furnishing crushed rock in stock piles. The low bid is that submitted by H. C. Rogers, Yakima, Washington, at $9,995.00. The next low bid is that submitted by Chas. H. Hoyt, Silverton, at $11,866.00. There are five higher bidders. The Commission awards the contract to the low bidder, H. C. Rogers, at his bid price of $9,995.00.

Messrs. W. A. Dibble and F. C. Dibble, Gates, Oregon, came before the Commission and asked for permission to haul logs, 16 feet in length, over the Sage Hen Hill-Burns Section of the Central Oregon Highway in Harney County





during Saturday afternoons, Sundays and holidays, and during hours of darkness. The Engineer advised that this road carries very little traffic and it is not likely that log hauling operations would cause much interference if conducted in an orderly manner. He recommended that the request be granted subject to the condition that the operators, Messrs. Dibble, will assume full responsibility for injury to persons or damage to property that might result from their operations, that they be required to furnish liability insurance for the protection of the Commission in the amount of $25,000/$50,000 and property damage insurance in the amount of $5,000; and that they be required to maintain reflectors at the rear of the loads as a warning for traffic during night hauling. After due deliberation of this matter the Commission approved the Engineer's recommendation by unanimous vote and instructed the Secretary to issue permits in accordance therewith.

Mr. B. B. Youman, Clackamas, Oregon, conferred with the Commission regarding the proposed reconstruction of 82nd Street road in front of his place one mile north of the town of Clackamas in Clackamas County. He protested the plans for their improvement because it would destroy the beauty and value of his property. He gave as his understanding that the plans call for the reconstruction of the highway over the Southern Pacific railroad at this point, which will involve a 19-foot fill in front of his premises, and if carried out will eliminate any possibility of entrance to his property from the highway and will greatly reduce the value thereof on which he has already expended in excess of $25,000 for improvements. He suggested that the highway be relocated back of his property. The Engineer advised that the present highway crosses the railroad at grade at this point creating a very dangerous condition which should be eliminated; also, that to do this requires an overhead structure because the ground elevation is low and it would not be possible to depress the highway under the railroad. He pointed out that the plans call for the construction of an overhead crossing with approaches 2,000 feet long on each side in order to secure clearance and sight distance, and the construction of a new entrance into Mr. Youman's property from the north. He gave as his thought that the improvement would not be unsightly and that Mr. Youman's property will not be damaged as much as he imagines. He asked the Attorney for a statement as to the State's obligation in the matter. The Attorney advised that if the Commission purchases the right of way, the State will not be under obligation for damages but would have to provide ingress and egress to Mr. Youman's property. After further discussion Mr. Youman was advised that from the standpoint of the Commission it appears proper to reconstruct the highway in accordance with the Engineer's plans notwithstanding that his property may be damaged somewhat. However, before the final plans are approved and construction commenced, the Commission will inspect the premises to ascertain first hand knowledge of the facts.

A delegation representing Southeast Portland and Southeast Portland Chamber of Commerce, headed by Mr. Wilson A. Scott, Attorney, Portland, appeared before the Commission and renewed their plea for the designation and construction as a secondary state highway, of an extension to Foster Road, Portland, to connect with the Mt. Hood Highway near the town of Sandy.

Others included in the delegation were Axel Kildahl, President of Automotive Trades Association; Harry Black; Senator W. F. Woodward; A. W. Orton representing Multnomah Civic Club; L. A. Mathiesen; and S. K. Gardiner. Those speaking in favor of the project were Messrs. Scott, Orton, Gardiner and Senator Woodward. They all presented arguments in favor of this project similar to those presented by them at a previous meeting, which were to the effect that the road is badly needed to serve a very fertile district now without a road outlet; that it will assist greatly in the developing of this district; that it will provide a material saving in distance from Portland to Mt. Hood; that there are no steep grades or heavy construction involved; and that the cost of right of way will only be nominal. The delegation was advised that the Commission is not in position to commit funds to any project at the present time, but their project will be given due consideration at the proper time.

Messrs. J. W. Richmond, Mayor; John O. Bozorth, Treasurer; W. H. Mathews, Councilman; and L. F. Wilson, City Engineer, all of Bay City, came before the Commission and asked for an allocation of federal municipal funds for the improvement of "C" Street in their city to provide better dockage facilities on their bay frontage. They were informed that their project is not eligible for federal funds, and it was suggested to them that they file an application with the Public Works Administration for a grant and loan of Public Works Administration moneys.

Mr. Paul Fisuher, Attorney, residing in Gladstone, appeared before the Commission and recommended the adoption of Hereford Street, Gladstone, as the route of the proposed state highway connection between the East Portland-Oregon City Highway and the 82nd Street Secondary State Highway. He pointed out that this street is 60 feet wide and will lend itself admirably for reconstruction as such highway connection. He was advised that the Commission will inspect this route, along with others that have been proposed, at a convenient time in the near future. Mr. Fisuher filed maps with the Commission showing the route suggested by him.

Mr. L. G. Apperson, City Engineer, Portland, came before the Commission and exhibited a map showing his plans for the so-called braided highway connection at the west approach to the Ross Island Bridge in Portland, involving a separation of traffic on several streets which intersect at this point. He indicated that it is the intention of the city to construct this project if funds can be found to finance the work. The Commission took no action in the matter.

The Commission had under consideration the matter of purchasing right of way for the Sunset Camp-Elsie Section of the Wolf Creek Highway in Clatsop County. It was brought out in the discussion that Governor Martin has in mind to establish what is known as a transient camp in this locality, and the thought has occurred that it would be a fine thing to have men from this camp clear the right of way for this highway, which brings up the question of acquisition of right of way. The Attorney reported that he took this matter up with Judge Boyington of the Clatsop County Court who replied that they would be very glad to assist in this matter but the county is financially unable to do anything at the present time. The Engineer advised





that it was estimated two or three years ago that the right of way for the 17-mile section between Sunset Camp and Elsie would cost $100,000, however, since then a destructive forest fire has occurred in the district and, no doubt, it could be acquired now for considerably less money. He recommended that the right of way department be authorized to secure options for 100-foot right of way and for such additional strips as the Commission may deem advisable in order to preserve the natural scenery bordering the right of way. After some discussion the Commission by unanimous vote approved the Engineer's recommendation with the understanding that negotiations for the time being should be confined to the taking of options for a 100-foot right of way only.

The Engineer reported receipt of a letter from contractors Edlefsen-Weygandt Company requesting the Commission to advance the freight charges on materials shipped to their Newberg project and to deduct the amount thereof from their current estimates, in order to give them the benefit of reduction in freight rates, and further stating that they feel justified in making this request inasmuch as they had the special freight rate in mind when they submitted their bid for this work, and the State has already been benefited to that extent. The Engineer explained that when construction materials are shipped to a job under the name of the State, the railroad companies are authorized to grant a special rate to cover the shipments, but these special rates are not available to private individuals or contractors. He further stated that the practice of advancing the freight costs has not been followed generally by the Department, but the State has been benefited somewhat in a number of instances by doing so. He recommended that, in view of the fact that the contractors based their bid on receiving such special freight rate, their request be honored in this particular instance, but that in the future similar requests be denied unless the contract especially provides for such procedure. After some discussion the Commission by unanimous vote adopted the following rule as a policy to be followed hereafter in connection with matters of this kind:

> "Whenever substantial reduction in freight rates on materials used by contractors on contract work can be obtained through payment of freight in the first instance by the State, the State Highway Engineer is authorized to specify in the contract for the project concerned that the State will make initial payment of the freight on the commodity or commodities affected, with the understanding that deductions for the amounts paid will be made from amounts payable to the contractor by the State; and, the Engineer is further authorized to make such payments and deductions as they become due. Such initial payment of freight is not authorized, however, unless provision for same is made in the contract, and unless all bidders for the project concerned are informed of such provisions in advance of submitting bids."

The Commission had under consideration at this time the matter of adjusting the salaries of some of the Highway Department employes who, because of the salary reduction law enacted by the 1933 Legislature, are now

receiving a lesser salary than they are justly entitled to. The Engineer submitted a list of such employes, together with the salary each now receives and a suggested new salary for each. He recommended the approval of the new rates in order to place all of the employes of the State Highway Department on an equitable basis. The Commission appeared inclined to approve the Engineer's recommendation and accordingly referred the entire matter to Chairman Cabell and the Engineer with full power to act.

A letter was presented from Mr. Paul B. Rynning, County Engineer of Jackson County, transmitting in behalf of the towns of Gold Hill and Phoenix and the Jackson County Chamber of Commerce, applications for funds for proposed railroad grade elimination crossings in those towns. The Secretary was instructed to acknowledge receipt of the letter and to state that the Commission will consider the applications when arranging its program for the new federal funds.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:30 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, May 15, 1935

The State Highway Commission met in special session at 9:30 o'clock a. m. in Room 204, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission had under discussion the matter of distribution of 1935 construction funds to the four divisions of the state but arrived at no decision with regard thereto, the matter being deferred until the Commission has been advised how much money Oregon is to receive this year from the Federal Government for highway purposes and has received the rules and regulations which are to govern the expenditure of such moneys. The Engineer advised that there are indications that this information will be received





shortly. He gave as his thought that it would be advisable to have a number of projects ready for immediate contracting as soon as the information is received so as to avoid delays on that account which might defer completion of some of the projects until next year and for the further reason that in his estimation the Federal Government would like to see the work under contract at the earliest possible time. He requested authority to proceed with the preparation of detail plans and estimates for a number of projects which he anticipated would be included in the 1935 program no matter how much money the State receives from the Government, and submitted for the Commission's consideration a list of such projects involving construction in each of the four divisions of the state. After considerable discussion and careful consideration thereof, the Commission by unanimous vote authorized the Engineer to prepare detail plans and specifications for the following projects with the understanding that absolutely no commitment is being made to any of them, the authority being granted for the preparation of plans and specifications only:

DIVISION NO. 1.

| HIGHWAY | Section | Type of Work | Miles | Amount | Total |
|---|---|---|---|---|---|
| EAST PORTLAND-OREGON CITY | | | | | |
| | Milwaukie-Oregon City | Paving 3d & 4th lanes. | 5.4 | $190,000 | $190,000 |
| TUALATIN VALLEY HIGHWAY | | | | | |
| | Forest Grove-Hillsboro | Pavement-Resurfacing & Widening | 5.0 | 115,000 | 115,000 |
| PACIFIC HIGHWAY | | | | | |
| | Molalla Bridge | Widen Bridges near Canby | - | 65,000 | 65,000 |
| | Pringle Creek-Taylor Creek | Survey only | - | - | - |
| WOLF CREEK HIGHWAY | | | | | |
| | Nehalem River-Quarry | Grading & Topping | 1.55 | 200,000 | 200,000 |
| WILSON RIVER HIGHWAY | | | | | |
| | Brooks-Jordan Creek | Grading & Topping | 4.7 | 165,000 | 165,000 |
| WAPINITIA HIGHWAY | | | | | |
| | Sky Line Trail-Clear Creek | Survey only | 6.0 | - | - |
| COLUMBIA RIVER HIGHWAY | | | | | |
| | Eagle Creek | Bridge Superstructure | - | 95,000 | 95,000 |

DIVISION No. II

| | | | | |
|---|---|---|---|---|
| OREGON COAST HIGHWAY | | | | |
| Bolon Island-Gardiner | Bridge | 0.30 | 100,000 | |
| | Grading | 0.40 | 25,000 | 125,000 |

DIVISION NO. II

| HIGHWAY | Section | Type of Work | Miles | Amount | Total |
|---|---|---|---|---|---|
| WILLAMETTE HIGHWAY | | | | | |
| | Salt Cr. Falls-Salt Creek Crossing | Grading | 3.17 | $150,000 | $150,000 |

DIVISION NO. III

| | | | | | |
|---|---|---|---|---|---|
| THE DALLES-CALIFORNIA | | | | | |
| | Redmond-Bend | Grading | 2.6 | 45,000 | |
| | | Bridges | | 25,000 | 70,000 |
| FREMONT HIGHWAY | | | | | |
| | Silver Lake-Horse Ranch | Surface & Oil | 16.4 | 102.000 | |
| | Valley Falls-Paisley | Widen,Surface & Oil | - | 58,000 | 160,000 |
| OCHOCO HIGHWAY | | | | | |
| | Prineville-Ochoco Dam | Surface & Oil | 7.0 | 75,000 | 75,000 |
| SHERMAN HIGHWAY | | | | | |
| | Kent-Shaniko | Surface & Oil | - | 120,000 | 120,000 |

DIVISION NO. IV

| | | | | | |
|---|---|---|---|---|---|
| CENTRAL OREGON | | | | | |
| | Juntura-Chimney Creek | Grading & Topping | 5.85 | 95,000 | 95,000 |
| WALLOWA | Rock Creek-Wallowa | Regrade-Surface & oil | 4.4 | 90,000 | 90,000 |
| JOHN DAY | Rock Creek-Spray | Regrade-Surface & oil | 5.0 | 110,000 | 110,000 |
| OLD OREGON TRAIL | | | | | |
| | Emigrant Hill-Emigrant Sprgs.-East Unit | Regrade-Surface & Bit.Mac. | 7.0 | 160,000 | 160,000 |

Mr. Ray Conway, Manager of the Oregon State Motor Association, was present and inquired whether or not the Commission has yet arrived at a decision in regard to his request for the placement of signs along state highways directing attention to historical locations. He repeated his previous offer of co-operation in this matter and suggested that if the Commission approve an expenditure for such purpose, it might be advisable to conduct an experiment along the Columbia River Highway, which has already been logged for historical locations. After some discussion, motion was made by Commissioner Washburne that Mr. Conway's request be granted and that an expenditure of $1,000 be authorized to conduct such experiment along the Columbia River Highway in locations approved by the Engineer. The motion was duly seconded





by Commissioner Aldrich, and was declared by Chairman Cabell to have carried by unanimous vote of the Commission.

The Commission had under consideration the elimination of the Carson-Cornucopia road, Baker County, from the Forest Highway system. It was brought out in the discussion that this road was once on the state highway system, being a link of what was known as the Baker-Cornucopia Highway, but was eliminated therefrom by action of the State Legislature when it placed the Halfway-Homestead road on the state highway system; also, that the road is in very poor condition but is being given considerable use now as the result of mining operations in the Cornucopia district. The Engineer advised that it would cost a large sum of money to improve it to proper standards. The Commission took the view that it would not be justified in allocating Forest Highway funds to improve the road because, apparently, it is strictly a local road. The thought was expressed that if the road were taken from the Forest Highway system, the United States Forest Service might finance the improvement with Forest development funds so that it could be used by the mining interests. After further discussion the Engineer was instructed to ascertain from the Regional Forester his attitude with regard thereto. Action on the removal of the road from the Forest Highway system, accordingly, was deferred pending an expression from the Regional Forester.

Reconsideration was given by the Commission to the request of the Lakeside Supply, Inc., Lakeside, Oregon, for permission to erect some small signs along the right of way of the Oregon Coast Highway, directing traffic to the town of Lakeside in northern Coos County. The Commission confirmed its previous action in this regard, denying the request.

The Commission approved an expenditure of approximately $2,800 for snow removal on the McKenzie Highway to open this road for general public use, thus confirming the oral authority previously given the Engineer for such expenditure. The Engineer advised that snow removal operations were started today and would be completed in about twenty days unless extremely unfavorable conditions were encountered.

The Engineer reported that the City of Portland has signed the agreement providing for the maintenance of the Foster Road-Flavel Street Section of Southeast 82nd Avenue, Portland, and as previously authorized by the Commission he awarded on May 11 the contract for the construction of this project to Kern & Kibbe, Portland, who submitted the low bid of $63,964.90 for the work on May 2. The Commission confirmed the award of this contract to Kern & Kibbe at their bid price of $63,964.90.

The Attorney reported that in connection with the condemnation case pending the acquisition of right of way from the Gardiner Mill Company, two answers have been filed; one by the owner of the property, and one by the tenant who alleges that he has a lease which does not expire until December 13, 1936, and will suffer damages in the amount of $29,000 if he is required to give up his lease. He said that the tenant has built up a very substantial claim, all of which in his opinion is dependent upon the life

of the lease; also, that he would like to be able to show to the court and to impress on the record at the time of the trial that the State will not take possession of the property until the lease has expired, which would leave the tenant in peaceful enjoyment of the property during the life of his lease, and would obliterate his claim for damages after that period. He recommended that the Commission go on record by declaration that possession of the property will not be taken before December 13, 1936, unless in the meantime the property is voluntarily vacated by the tenant or the tenant is dispossessed by someone other than the State. The Engineer advised that it would be possible to get along without the Gardiner Mill Company's cannery property until December 13, 1936, provided a temporary shoofly trestle is constructed around this property, which he estimated would cost approximately $5,000 and would have to be paid for with state funds. After considerable discussion of this matter the Commission adopted the Attorney's recommendation by unanimous vote and authorized the expenditure of state funds for the construction of the temporary shoofly trestle around the cannery property as suggested by the Engineer.

The Commission having under consideration matters connected with the acquisition of right of way from the Gardiner Mill Company, and especially matters connected with the pending condemnation case wherein the State of Oregon, through its State Highway Commission, is plaintiff and the Gardiner Mill Company, and Charles J. Marks, are defendants, Commissioner Washburne moved and Commissioner Aldrich seconded the adoption of the following resolution, which resolution upon vote received the unanimous vote of the Commission and was by the Chairman declared carried:

WHEREAS, pursuant to the order of this Commission heretofore made an action was commenced and is now pending in the Circuit Court of the State of Oregon for Douglas County for the condemnation of property owned by the Gardiner Mill Company and occupied by Charles J. Marks, as tenant of said owner; and

WHEREAS, it appears by the answer filed by the Gardiner Mill Company and by the answer filed by the defendant Charles J. Marks to said complaint that the lease under which the defendant Charles J. Marks has possession and occupancy of said property as tenant does not expire before December 13, 1936; and

WHEREAS, it appears that the bridge over the Umpqua River between Reedsport and Gardiner will not be completed and ready for public use before February 1, 1936; and

WHEREAS, it appears further that traffic which will use said bridge after the same has been completed and thrown open for public travel can be accommodated over a temporary shoofly around the said property covered by said condemnation action; and

WHEREAS, because of the said facts and other conditions, it appears to be for the best interests of all parties concerned that this Commission permit the said Charles J. Marks to continue to occupy the said property under his said lease until the expiration of the same December 13, 1936;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and participating, as follows:

1. That, in the event the State acquires as a result of the condemnation case the property described in said complaint, the defendant Charles J. Marks shall be permitted to occupy the said premises under his said lease until the expiration of the lease December 13, 1936, by paying to the State the rent provided for therein.

2. That J. M. Devers, as attorney for this Commission, be and he hereby is instructed and authorized to offer in court at the time of the trial of said cause a certified copy of this resolution, the acceptance of which by the defendant Charles J. Marks will authorize the court to include in the decree a provision to such effect.

The Commission considered and executed an agreement with the State of Washington and the Portland Traction Company regarding the use of the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington, which said agreement, among other things, fixes the privileges and obligations of the company and provides for the compensation to be paid for the use of the bridge and the conditions to be met upon the expiration of the same.

A letter was presented from the Waldport Garden Club, Waldport, Oregon, requesting the privilege of beautifying the triangular area included in the wye connection of the Alsea and Oregon Coast Highways in the town of Waldport, by the planting of flowers, shrubs, etc.; also suggesting that the old city jail, which is unsightly and is not now being used by the city, be razed and the materials therefrom used to mark the boundaries of the above-mentioned area so as to prevent the parking of cars thereon, as is now being done, and asking the Commission to co-operate in this improvement by furnishing a few loads of earth for the construction of flower beds. The Engineer stated that this proposed improvement is in line with the Highway Department's policy for highway beautification, and he recommended the approval of the request, the cost of which he stated would be only a very small amount. The Commission adopted the Engineer's recommendation by unanimous vote.

The Commission also considered a letter from George L. McPherson, Portland, inquiring as to whether or not it would be possible for the Commission to award another contract this year to extend the Wilson River Highway construction to McNamer's Camp so as to facilitate the removal and marketing of the burnt timber in this district. The Commission approved the Engineer's acknowledgment of this letter, which was to the effect that the

letter would be brought to the attention of the Commission, and Mr. McPherson would be advised as to how much construction would be undertaken on this highway this year when the allocation of the 1935 funds has been made.

The Engineer reported that communications have been received from a number of the counties in the State advising their inability to co-operate in the taking of a state-wide SERA traffic count, which indicate that this traffic count will have to be abandoned unless it is undertaken as an exclusive state project. He said that the traffic count would be of very great value and benefit to the State in the location, construction and maintenance of state highways, and he recommended in view thereof that the count be undertaken as a state proposition. He suggested that Chairman Cabell be authorized by the Commission to contact Governor Martin with regard thereto and ask his assistance in securing the approval of the SERA officials for the taking of this count as a state project. The recommendation and suggestion of the Engineer were approved by the Commission by unanimous vote.

Commissioner Aldrich brought up the matter of completion and construction of the Cold Springs Highway. He suggested that this would be a good project to include in the 1935 federal aid program in the event that federal funds are available for secondary state highway improvements. The Commission made no definite commitment to this project, but signified its intention to include it in the 1935 program, should federal secondary funds become available.

The Commission had under consideration the matter of lifting the reduced load limit from the Willamette Highway in Lane County. The Engineer stated that the present reduced load limit was placed on this highway at the request of the Bureau of Public Roads, but that a recent inspection of the road reveals it to be in good condition at this time, and capable of withstanding legal weight loads. He suggested that the Commission cancel its previous order in this regard provided it meets with the approval of the Bureau of Public Roads. Mr. Tom Davis, Senior Highway Engineer, Bureau of Public Roads, was present and stated that so far as the condition of the road is concerned, it would be satisfactory to lift the reduced load limit at once; however, they are doing some oiling work in the vicinity of the section affected, and would prefer that the reduced load limit order be continued in effect until June 1, which would give them time to complete their oiling operations. The State Highway Engineer then recommended the lifting of this reduced load limit on June 1. The Commission approved the recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, on the first day of November, 1934, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the WILLAMETTE HIGHWAY, from Oakridge westerly to Lawler, and along the newly constructed highway grade east from Oakridge, in Lane County; and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said portions of the WILLAMETTE HIGHWAY from Oakridge westerly to Lawler and along the newly constructed highway grade east from Oakridge, in Lane County;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the said sections of the WILLAMETTE HIGHWAY from Oakridge westerly to Lawler, and along the newly constructed highway grade east from Oakridge, in Lane County, be and the same shall be rescinded and cancelled effective on the first day of June, 1935, and the maximum load limit permissible on the said sections of the said highway on and after June 1, 1935, shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the County Clerk of Lane County, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

The Commission had under consideration the request from the Swede Basin Lumber Company, Grants Pass, for permission to haul logs during Saturday afternoons over the Pacific, Redwood, and other highways in the vicinity of Grants Pass, in order to coordinate their logging and milling operations. The Engineer advised that the Pacific and Redwood Highways in the vicinity of Grants Pass carry a large volume of traffic, and that logging on these roads during Saturday afternoons would interfere with this traffic and would create an unnecessary hazard thereto. He recommended that the request be denied. The Commission adopted the Engineer's recommendation by unanimous vote.

The Commission also had under consideration a request from Roy E. Henry, Myrtle Point, for permission to haul logs during Saturday afternoons and Sundays over the Powers Secondary State Highway between the town of Powers and a point 3½ miles southerly thereof, in Coos County. The Engineer advised that this road carries very little traffic, and logging operations thereover, during the periods requested by Mr. Henry, would cause no great amount of interference with other traffic. He recommended that the request be approved. The Commission adopted the Engineer's recommendation by unanimous vote.

The Engineer reported the receipt of an offer from the Polk County Court to purchase for the sum of $60 an old Spearswell loader owned by the State Highway Department. He said that this loader has been idle for several years, and was offered for sale by the Commission in 1934 but was not sold at that time because only one bid of $60 was received, which was considered too low, the estimated value at that time being $200. He also said that the motor, valued at $150, has been removed from the loader and is now being used in one of the Department's new paving plants, thereby reducing the estimated value of the loader to $50. He recommended the acceptance of the offer of the Polk County Court. The Commission approved his recommendation by unanimous vote.

A resolution was presented from the Oregon Apartment House Association, Inc., favoring the establishment of a tourist and information bureau by the State Highway Commission for the purpose of immediately publicizing the State throughout the country. The Secretary was instructed to acknowledge this resolution and to advise the association that the Commission has

in mind to establish a publicity department such as they suggest, but on account of other pressing matters has not had time to make any definite plans in regard thereto.

The Commission had under consideration an invoice in the amount of $1,000 from Storey, Thorndike, Palmer & Dodge, bond attorneys, Boston, Massachusetts, for services rendered the Commission in connection with the Commission's loan and grant agreement between the State of Oregon and the Federal Government. After some discussion the Commission ordered this claim paid in the usual manner.

A letter was presented from the McMinnville Chamber of Commerce protesting against the designation as a secondary state highway of the county road extending from Amity to Dayton in Yamhill County, as requested by a delegation which appeared before the Commission on April 24, and stating that the people of McMinnville feel that the present secondary highways within Yamhill County should be improved by widening, grading and oiling before any new county roads are added to the secondary highway system. The Commission took no action on this communication.

The Commission also considered and ordered filed the following communications from the East Side Commercial Club, Portland, L. M. Lepper, Vice-President:

a. A letter recommending Barr Road as a water-grade highway connection between Portland and Troutdale;

b. A letter requesting the Commission to expend state funds to procure right of way needed for the 17th Street-Ross Island Bridge Section of the East Portland-Oregon City Highway in Portland.

The Attorney reported that it appears necessary to condemn extra right of way for the improvement of the Buell-Salt Creek Section of the Dallas-Coast Secondary State Highway across the property of one Arthur Sohrweid in Polk County. He said the extra width right of way is needed on account of slide conditions prevailing at this point, which it is planned to eliminate by construction of a drainage tunnel. He further stated that the owner wants $1,000 for the land but he considers the land is not worth more than $200. He also stated that the County purchased the original right of way. He recommended that the State pay for the additional land and requested authority to institute condemnation proceedings to acquire it. The Commission approved his recommendation and request, and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;





NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Buell-Salt Creek Section of the Dallas-Coast Secondary Highway No. 192

land and property owned by or in possession of the following parties and/or persons, to-wit:

Arthur Sohrweid and Esther Sohrweid

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners

and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer requested authority to acquire certain parcels of real property which are needed for various highway improvements throughout the state. The Commission approved his request and by unanimous vote adopted the following resolution relative thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Middleton-Newberg Section, West Side Pacific Highway | | | | |
| Yearly Meeting of Friends Church | R/W | 0.379 Acres<br>0.320 " | in exchange for<br>plus $475.00 | Benson |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Clackamas County, East Portland-Oregon City Highway | | | | |
| Clackamas County | R/W | 9800 Sq.Ft. | Gratis | Chandler |
| Clackamas County | " | 3610 " " | " | " |
| Clackamas County | " | 9292 " " | " | " |
| Clackamas County | " | 4493 " " | " | " |
| Redmond-Bend Section, The Dalles-California Highway | | | | |
| Boyd, Chas. Estate | R/W | 5.21 @ | $100.00 per A. plus $308.00 | McCallister |
| Simer, W. P. | " | 3.35 @ | $ 55.00 per A. plus $177.00 | " |
| Valade Ranch-Flat Creek, John Day Highway | | | | |
| Snow, J. E. | R/W | 0.25 @<br>0.73 @ | $100.00 per A.<br>10.00 per A. plus $130.50 | Benson |
| Florence Section, Siuslaw Highway | | | | |
| McKinnis, Olive A. | R/W | 7480 Sq.Ft. | $97.40 Lump Sum | Parker |
| Ponsler, J. C. | " | 22554 " " | Gratis | " |
| Unionvale-Stratton Section, Salem-Dayton Highway | | | | |
| Stratton, James J.(Correction) | R/W | 1.45 @ | $100.00 per A. plus $1170.50 | McCallister |
| Sixes-Port Orford, Oregon Coast Highway | | | | |
| Sweet, W. J. | Stock Pile | 0.60 @ | $100.00 per A. plus $5.00 | Parker |
| La Grande Undercrossing, Wallowa Lake Highway | | | | |
| Perin, E. | R/W | 126 Sq.Ft. | $150.00 Lump Sum | Devers |
| Mount Emily Lumber Co. | " | 0.244 Acre | 1000.00 " " | " |
| Brown, Ella L. | " | 930 Sq.Ft. | 250.00 " " | " |
| Modoc Point, The Dalles-California Highway | | | | |
| Summers, Port | Stock Pile | 0.50 | $50.00 Lump Sum | McCallister |
| Klamath County, Klamath Falls-Lakeview Highway | | | | |
| Klamath Indian Reservation | Stock Pile | 1.702 | $25.00 Lump Sum | McCallister |
| Stubbs, Gelous | " " | 1.231 | $50.00 " " | " |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amount | Agent |
|---|---|---|---|---|
| **Klamath County, South Chiloquin Secondary Highway** | | | | |
| Yhilitate, Millie | Stock Pile | 1.386 | $50.00 Lump Sum | McCallister |
| Jackson, Joseph T. | " " | 2.306 | 50.00 " " | " |
| **Douglas County, Pacific Highway** | | | | |
| Short, George I. | Borrow Site | 5 Acres | $50.00 Lump Sum | Schannep |
| **Buell-Salt Creek, Dallas Coast Highway** | | | | |
| Eisele, Joseph | R/W | 1.10 | @ $50.00 per Acre | McCallister |
| **Hermiston-Umatilla, Old Oregon Trail Highway** | | | | |
| Pace, John M. | R/W | 1.55 | $50.00 Lump Sum | Benson |
| Follett, D. D. | " | 0.21 | @ 50.00 per Acre plus $39.50 | " |
| Osborne, R. E. | " | 0.21 | @ 50.00 per Acre | " |
| Hermiston Irrig. Dist. | " | 3.05 | Gratis | " |
| Hermiston Irrig. Dist. | " | 1.53 | Gratis | " |
| McFarland, A. E. | " | 6.8 | @ 15.00 per Acre plus $277.10 | " |
| Massengale, G. | " | 1.0 | @ 50.00 per Acre | " |
| Elwood, L. E. | " | 0.81 | @ 50.00 per Acre plus $80.00 | " |
| Leek, Maria | " | 2.00 | @ 25.00 per Acre plus $42.75 | " |
| Bensel, Aug. E. | " | 1.55 | @ 25.00 per Acre plus $30.75 | " |
| Wilson, A. L. | " | 3.1 | @ 50.00 per Acre plus $135.25 | " |
| Johnson, Retta Hogue | " | 0.47 | @ 50.00 per Acre plus $78.00 | " |

The Commission had under consideration a communication from County Judge C. E. Lyon, Deschutes County, requesting state co-operation in the payment of labor costs in connection with a road project on the Powell Butte Secondary State Highway which the County is undertaking as an SERA project, in order to facilitate this project which will have to be closed down unless the State will permit its funds to be spent for labor. The Engineer advised that this project is located in Crook County just across the Deschutes County line and that several months ago the Commission authorized an expenditure of $1,500 of Deschutes County's share of secondary state highway funds for the purchase of blasting materials for it, of which less than $400 has been spent; also, that the Division Engineer reports that the job is only about 40% complete and will have to be closed down because of lack of funds unless the State will permit some of this $1,500 to be spent for labor. He recommended that the County's request be granted, which would permit completion of





approximately three-fourths of a mile of roadbed construction, and would take care of the County's SERA labor requirements until about June 1 when work will be shut down until fall. After due consideration the Commission approved the Engineer's recommendation by unanimous vote, provided that an investigation of the Deschutes County's secondary fund allotment reveals a sufficient balance on hand to finance the proposition.

Reconsideration was given by the Commission to the matter of effecting arrangements with the County Court of Deschutes County for office space for Division Engineer Lytle in the old Central School building, Bend, which building the County Court contemplates using as a County Courthouse in lieu of other suitable quarters. In this connection a letter was presented from County Judge C. E. Lyon of Deschutes County, in which he states that difficulties heretofore encountered in connection with this matter, have been satisfactorily adjusted, and suggesting that in the event the Commission still desires to secure space in this building, that it would be satisfactory to have the matter covered by a lease of from three to five years duration. The Engineer recommended the acceptance of the county's previous offer which was to the effect that the State shall advance the cost of remodeling the rooms to fit the Division Engineer's requirements, estimated at $500, reimbursement to be made later by the county as rental at the rate of $40 per month until full reimbursement has been made, when the rental charge will be reduced to $30 per month; also, that the Commission enter into a five-year lease agreement with the county covering the occupancy of these rooms, revocable at any time upon 90 days notice. The Commission approved the Engineer's recommendation by unanimous vote and instructed the Attorney to prepare a form of agreement in conformance therewith.

A letter was presented from Mayor James D. Woodman, Amity, in which the Commission was asked to oil six blocks on the secondary highway route through their town to alleviate the dust condition which he says is a nuisance and a general cause of complaint during the dry season. The Engineer recommended that the request be granted. The Commission approved his recommendation by unanimous vote.

The Engineer brought up for discussion the matter of installing an automatic traffic control at Mitchell Point tunnel on the upper Columbia River Highway in Hood River County. He stated that under present conditions the tunnel is a traffic hazard due to the fact that its shape will not permit the transportation of legal height loads through the tunnel without taking up more than half of the traveled portion of the roadway. Consequently it is impossible for other traffic to pass these high loads within the limits of the tunnel, which not only causes a condition of extreme inconvenience, but is also a serious traffic hazard. He gave as his thought that an automatic traffic control signal in this tunnel would eliminate this condition to a very large degree because they have been tried out successfully in other places. He requested authority to install one of these signals in Mitchell Point tunnel, which would cost about $1500 and suggested that if it gives satisfaction, then additional signals could be placed in the other tunnels on this highway where similar conditions exist. After some discussion of

this matter the Commission voted unanimously to try out one of these signals in the Mitchell Point tunnel and accordingly authorized the Engineer to proceed with the purchase and installation of the same.

Commissioner Aldrich reported the receipt of some complaints regarding the "Stop" signs located at the intersection of the Oregon-Washington Highway and the Old Oregon Trail just east of Pendleton, which are to the effect that traffic conditions at this intersection are more hazardous now than they were before the signs were placed. The Engineer stated that he would look into this matter immediately and have the signs removed or replaced with "Slow" signs.

The Attorney presented for approval a form of petition requesting the Public Utilities Commissioner to order a railroad-highway grade separation structure on the Wallowa Lake Highway in the city of La Grande. He explained that this petition is required in order to bring this matter formally before the Public Utilities Commissioner, and that it has already been signed by the city officials of La Grande which is party to the request. He requested authority for Chairman Cabell to sign the petition in behalf of the Commission, which authority the Commission granted by unanimous vote.

The Commission had under consideration the matter of releasing to contractors von der Hellen & Pierson the final payment in connection with their State Highway Contract No. 1502 for the construction of the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County. The Engineer advised that this contract was completed on October 13, 1934, but the contractors refused to accept the final estimate and submitted a claim for extra compensation which has been turned down; further, that the contractors are now demanding payment of the final amount as determined by the State, but will not sign the customary statement signifying their acceptance of this amount as payment in full, although they have signed a similar statement containing a qualifying clause by which they retain the right to claim additional compensation in conformance with their claim heretofore filed. He further advised that it has been the practice of the State Highway Department for many years to require contractors to sign a statement accepting the amount of the Engineer's final estimate as payment in full for the work performed under their contract, and in only very few instances has this requirement been disregarded and then only under extenuating circumstances. In view of the circumstances surrounding this particular case, he inquired whether he should pay von der Hellen & Pierson their final estimate, or should hold this payment until this contractor has signed the standard affidavit in accordance with the usual practice. He pointed out that a similar condition exists in connection with the payment of the final estimate to contractor Homer Johnson for surfacing the Kamela-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties, contract No. 1156. The Attorney advised that the signing of the final release is not a legal requirement but is one adopted by a former highway commission, and would have no bearing in court, and, if adhered to strictly, might complicate matters if the contractor took his claim into court. He recommended the release of the final warrants in both cases mentioned by the Engineer, but that each warrant be accompanied by a letter





stating that the State Highway Commission considers it to be final payment for work performed by the contractor on the particular job. After some discussion of this matter the Commission approved and adopted the recommendation and suggestion of the Attorney, and instructed the Engineer to make final payments to contractors von der Hellen & Pierson and Homer G. Johnson in conformity therewith.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in Room 204, Benson Hotel, with all members, the State Highway Engineer, the Attorney, and the Secretary present.

The Attorney reported that, as instructed by the Commission at the previous meeting, he made some investigations regarding the small parcel of land located adjacent to the Upper Columbia River Highway at McCord Creek in Multnomah County, which parcel is surrounded by the tract which the Commission proposes to purchase as a state park, and he finds that this small parcel is owned by a Mr. Eric Enquist who has stated his willingness to sell the property to the state for the sum of $1,000. He reported, further, that Mr. Enquist owns a 7-acre tract of land on the opposite (north) side of the highway from the smaller parcel, which he would also like to sell to the state. He said that this 7-acre tract has a frontage on the Columbia River and might be desirable for park purposes; also, that Mr. Enquist has offered to convey both properties to the state for the sum of $2,500 or he will sell the 1-acre tract alone. He inquired whether the Commission is interested in the 7-acre tract and should he negotiate for the purchase of this tract along with the other one or confine his efforts to the purchase of the 1-acre tract. The Commission appeared inclined to acquire both tracts of land; however, deferred a definite decision in regard thereto pending a report from the State Parks Engineer as to whether or not the 7-acre tract is desirable for park purposes and would fit into the proposed state park development at this location. The Engineer was instructed to secure a report thereon from the Parks Engineer for consideration at the next meeting.

There was presented to the Commission for consideration and approval a form of agreement which was prepared in the office of Major C. F. Williams, U. S. War Department, in charge of the Bonneville Dam construction, covering the matter of the proposed joint operations by the Government and the State in the Bonneville area involving the reconstruction of the highway and the railroad at Eagle Creek. The Attorney stated that he has examined this proposed agreement thoroughly and in his estimation the entire matter has been well covered except Subsection "D" under topic 2 thereof, concerning the obligation of the state. He pointed out that this subsection as written could be construed to obligate members of the State Highway Commission, individually, for injury to persons, or damage to property, resulting from the contractor's operations in the prosecution of the work, and suggested that this could be corrected by an amendment thereto, stating specifically that nothing therein shall be construed to obligate or bind the Commission, or any member

of the Commission in their joint or individual capacities. He also stated that in connection with this matter it is the intention of the Government to exact from its contractors a bond which will indemnify not only the Government, but the State of Oregon, its officers or agents, against any damage, injury or loss occasioned by the conduct or operations of the Government contractors. He gave as his thought that the Commission should be furnished with a copy of this bond. He recommended the approval of the form of agreement subject to modification of Subdivision "D" in accordance with his suggestion, and delivery to the Commission of a copy of the bond exacted by the Government from its contractors. After the consideration of this matter the Commission adopted the Attorney's recommendation by unanimous vote and instructed him to bring these matters to the attention of Major Williams and to secure, if possible, his consent thereto.

The Engineer brought up for discussion the matter of erecting direction and mileage signs on the county roads in Multnomah County. He said that at present the county roads throughout the state are very poorly signed and it is a very common mistake for people to lose their way unless they are quite familiar with the various roads. He advised that the Oregon State Motor Association is deeply interested in this matter and through its manager, Mr. Ray Conway, has submitted a proposition to sign the county roads in Multnomah County, whereby the Association will furnish and erect the signs, provided the State will pay one-half of the expense thereof which is estimated at $4.00 per sign, the Motor Association to advance the entire cost, and the State to reimburse the Association later at the rate of $4.00 per sign when they have been erected. He further advised that the signs proposed by the Association would be identical to the state's standard road signs except that they would bear the insignia of the Motor Association; also, that the signing would be confined strictly to county roads and in no event would any of them be placed on primary or secondary state highways over which the State Highway Department has exclusive jurisdiction. He recommended the acceptance of the Association's offer which is similar to the proposition that was approved by a former state highway commission several years ago, and carried to a successful conclusion. He also recommended an appropriation of $1,000 of state funds to pay the state's share of the cost of the work, which would provide for the erection of about 250 signs. After some discussion motion was made by Commissioner Washburnethat the offer of the Motor Association as explained by the Engineer be accepted subject to the condition that the signing work shall be confined to county roads within Multnomah County and that the state's share of the cost shall be limited to a total expenditure of $1,000, and shall not exceed a maximum of $4.00 per sign. The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by the unanimous vote of the Commission. The Attorney was instructed by the Commission to prepare an appropriate form of agreement to cover the matter.

The Engineer also brought up for discussion the matter of insuring the Highway Department's property and records against loss by fire. He pointed out that heretofore the State has carried its own insurance and has depended on the State Restoration Fund to finance the restoring of its property. However, this fund is now being used to purchase equipment to replace that





lost in the recent Capitol Building fire and will be entirely exhausted when these bills are paid, which will leave the property of the State with no insurance coverage whatsoever. He pointed out that the State Highway Department owns much valuable equipment and stock which would cost many thousands of dollars to replace and he gave as his thought that this should be insured, at least temporarily, in private companies if that can be done legally, so as to reduce to a minimum the State's expense for replacement in the event of loss. He also pointed out that the Highway Department has many valuable records stored in ordinary filing cases which, in the event of fire, could not possibly be saved and he gave as his opinion that some consideration should be given to the purchase of fireproof vaults in which to store them because so many of them could not be duplicated. In the discussion of this matter that followed it was brought out that the State Attorney General has already been requested by the State Liquor Commission for an opinion as to the legality of insuring its stock of liquor supplies in private insurance companies and that it is the intention of the Attorney General to hand down a broad opinion covering the matter of insuring all state property in private companies. In view of this information, the Commission decided to defer further consideration of this matter until a copy of the Attorney General's opinion has been received and thoroughly studied.

In regard to the matter of purchasing fireproof vaults for storing the Highway Department's records, the Commission instructed the Engineer to make some inquiry in regard thereto as to the cost, et cetera and report his findings at the next meeting.

The Attorney reported briefly on the status of the Commission's application for modification of the agreement with the Federal Government regarding the Coast Highway bridge construction to provide for the transfer of the loan moneys mentioned therein as a grant for the construction of a new highway up the Columbia River from Troutdale to Cascade Locks. He said that he received a wire from Senator McNary stating that satisfactory progress is being made which indicates that a decision might be forthcoming in the not far distant future. He called attention to the fact that it will soon be necessary to secure additional funds to finance the bridge work and inquired whether the Commission wanted him to file this application now or preferred that he wait until the PWA officials have passed definitely on the Commission's application for the transfer of the bridge loan moneys, so that in the event the application is approved, the Commission can then sell general obligation bonds as previously proposed, to finance the bridge work, and can terminate its original agreement with the PWA. The Engineer stated that he will need another million dollars by July 1 to pay the contractors' estimates on bridge work. He advised that the Commission has on hand sufficient state funds to finance the bridge work for a short time after July 1, which might be used for this purpose in lieu of the sale of general obligation bonds, but would have to be replaced at the earliest possible time for use in meeting the Commission's obligations in connection with other highway work throughout the state. After some discussion the Commission decided to postpone for a short time the filing of an application for additional PWA moneys, and to temporarily finance the bridge construction work with state

funds if that should be necessary pending action by the PWA officials on the Commission's application for transfer of the bridge loan moneys.

In this connection the Commission discussed the advisability of sending someone to Washington, D. C., in the interests of the Commission's application for transfer of the bridge loan moneys, and decided unanimously that Chairman Cabell should go there at state expense, if developments deem that necessary.

The Engineer reported the receipt of a letter from a Mr. Elbert M. Chandler, Olympia, in which he accuses certain engineers of the State Highway Department of being parties to a promotion scheme which has for its object the construction of a bridge across the Columbia River at The Dalles in Wasco County, which bridge would operate in competition with the bridge that he is now building across this river a short distance east of The Dalles; also, in which he gives as his thought that such action on the part of these engineers is unethical in view of the fact that they are state employes, and should not be countenanced by the State Highway Commission. The Engineer stated that he informed Mr. Chandler that there are no engineers connected with the State Highway Department that are interested in The Dalles bridge matter from a financial standpoint, and that they have no connection whatsoever with this bridge promotion scheme; furthermore, the only activity they have displayed in the matter is in the capacity of consultant in the examination of the bridge site, for which services no charge was made because it was considered to be in line with the Commission's policy in regard to such matters. He further stated that Mr. Chandler then requested of him a statement to the effect that he would have nothing whatsoever to do with the proposed bridge at The Dalles, and would conduct no investigations in connection therewith, to which he replied that he absolutely would not sign any such statement; furthermore, that he receives his orders from the State Highway Commission of Oregon, and if that Commission instructs him to make an investigation and surveys for a bridge across the Columbia River at The Dalles, he certainly would comply with dispatch to the best of his ability. The Commission approved the action taken by the Engineer in this matter.

The Engineer requested authority to proceed with the securing of options for right of way needed in connection with the several projects for which the Commission at this meeting authorized the preparation of detail plans, so that the contracting of these jobs can be expedited at the proper time without fear of right of way difficulties. The Commission approved his request by unanimous vote.

The Commission had under consideration the matter of adjustment of the working hours of the men employed on the Coos Bay ferry to fit in with a recent ruling of the Attorney General in the case of Walter F. MacPherson against the State Highway Commission, wherein the Attorney General ruled that the State Highway Commission had no right to work Mr. MacPherson more than eight hours in any one day without payment for overtime work at double the regular rate. The Engineer stated that in conformity with that ruling, he has issued instructions prohibiting the working of State Highway Department employes more than eight hours a day; however, it appears that the instructions cannot be carried out in the case of the Coos Bay ferry operation





if the present scheduled ferry service, which extends from 7 o'clock a. m. to 11:20 p. m. is maintained. He pointed out that some of the men employed on this ferry are required to work fifteen minutes more than eight hours, and they would have to be paid double time for this overtime or another shift put on which would increase the cost of this service about $400 per month. He also said that it would be possible to shorten the hours by discontinuing the last ferry trip but he advised against such solution of the problem because of the many requests that have been received for extended ferry service. The Commissioners expressed themselves as being desirous of abiding by the law in this matter, wherefore, after considerable discussion, the Commission finally instructed the Attorney to ascertain the attitude of the State Labor Commissioner with regard to working the men the fifteen minutes overtime without extra pay. A definite decision in the matter was deferred until the Attorney reports the results of his interview with the State Labor Commissioner, the Engineer being instructed to continue in the meantime the present ferry schedule.

The Commission approved and signed an agreement with the City of Portland providing for the maintenance by the city of S. E. 82nd Avenue from S. E. Foster Road to S. E. Duke Street, and the E½ of S. E. 82nd Avenue from S. E. Duke Street to S. E. Flavel Street, the improvement of which street is being undertaken by the State Highway Commission as a federal municipal project, being known as Project No. NRM 199-G, 1935.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1657 with J. A. Terteling & Sons, grading Tunnel-Dixie Section of the Old Oregon Trail in Baker County; completed April 30, 1935;

Contract No. 1674 with Colonial Construction Company, grading Hayden Gulch-West Forest Boundary Section of Little Sheep Creek Secondary State Highway in Wallowa County; completed May 7, 1935;

Contract No. 1702 with E. H. Itschner & E. L. Rigdon, furnishing crushed rock for the Grand Ronde-Sheridan Section of the Salmon River and McMinnville-Tillamook Highways in Polk and Yamhill Counties; completed May 7, 1935;

Contract No. 1713 with Mountain States Construction Company for paving Gold Hill Section of the Pacific Highway in Jackson County; completed May 7, 1935;

Contract No. 1720 with Edlefsen-Weygandt Company for paving 15th Street-6th Street Unit, Junction City Section of the Pacific Highway in Lane County; completed May 11, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1657 with J. A. Terteling & Sons, grading, Tunnel-Dixie Section of the Old Oregon Trail in Baker County;

Contract No. 1674 with Colonial Construction Company, grading Hayden Gulch-West Forest Boundary Section of Little Sheep Creek Secondary State Highway in Wallowa County;

Contract No. 1702 with E. H. Itschner & E. L. Rigdon, furnishing crushed rock for the Grand Ronde-Sheridan Section of the Salmon River and McMinnville-Tillamook Highways in Polk and Yamhill Counties;

Contract No. 1713 with Mountain States Construction Company for paving Gold Hill Section of the Pacific Highway in Jackson County;

Contract No. 1720 with Edlefsen-Weygandt Company for paving 15th Street-6th Street Unit, Junction City Section of the Pacific Highway in Lane County;

NOW, THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

The matter of a date for the next regular meeting of the Commission for receiving of bids was discussed. The Engineer recommended that the meeting previously scheduled for May 23 be postponed to June 6 so as to give him sufficient time to complete detail plans and specifications for several important projects. The Commission adopted the Engineer's recommendation and instructed the Secretary to arrange if possible to hold this meeting in the auditorium of the Public Service Building, Portland.

There being no further business to come before the Commission at this time, the meeting was adjourned at 3:30 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

MAY 15 1935



Portland, Oregon, June 5, 1935

The State Highway Commission met in special session at 8:00 o'clock p. m. in Room 1202, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Secretary reported the receipt of a communication from Mr. Leslie M. Scott, former Chairman of the State Highway Commission, approving the minutes of the meetings held on February 27, February 28 and March 28, 1935. Thereupon Commissioners Aldrich and Washburne also voted their approval of these minutes. Chairman Cabell did not participate in the voting due to the fact that these minutes concerned meetings held prior to his appointment as a member of the Commission.

The Commission voted unanimously to approve the minutes of the meetings held on April 11, April 23 and April 24, 1935.

The Commission discussed informally a telegram from W. H. Lynch, District Engineer of the Bureau of Public Roads, briefly outlining the new regulations which are to govern the expenditure of 1935 federal funds for highway and railroad grade crossing elimination projects, but deferred action thereon pending receipt from the Government of full information in regard thereto.

The Attorney reported that, as instructed by the Commission at the previous meeting, he communicated with the management of the Marcus Whitman Hotel, Walla Walla, Washington, concerning a sign which they are maintaining on private property adjacent to the Old Oregon Trail just east of Pendleton, which sign contains misleading information as to the distance to Seattle, there being a shorter route to Seattle than via Walla Walla. He said that the hotel people object to changing the wording on their sign, and that the Commission has no authority to order its removal because it is located on private property with the written consent of the property owners. After some discussion, and in view of the Attorney's report, the Commission decided to do nothing further about the matter.

The Attorney also reported on the attitude of the County Courts of Tillamook and Clatsop Counties in regard to the payment of their indebtedness to the State arising out of their agreement with a former highway commission when the Cannon Beach-Neahkahnie Mountain road was made a state highway. He said that the County Court of Tillamook County has indicated its willingness to take care of its obligation but, on account of financial conditions existing in the county, claims that it will be absolutely impossible to make any payment at this time. Judge Boyington of Clatsop County Court, he said, indicated that he was not disposed to approve the payment of any more money to

JUN 5 1935

the Commission on this account until the Commission has complied with its part of the aforesaid agreement. The Commission took no action on this report.

The Engineer reported that the 1935 Legislature passed a law directing the State Highway Commission to maintain streets and roads through incorporated cities and towns having a population of less than 100,000 where such streets or roads form a link in the primary or secondary highway system, or constitute a connection between two such highways, which said law becomes operative about the middle of this month. He gave as his thought that definite highway routes through such cities and towns should be selected so that arrangements can be made to maintain them in accordance with the legislative mandate. He submitted a list of the principal cities and towns affected, together with maps showing the present highway routes through them and several proposed changes. He recommended that, where no change in the present route is contemplated, these routes be definitely adopted by the Commission by appropriate resolution, but in those cases where it is proposed to change the routing, the matter given further study. After some discussion of this matter the Commission approved the Engineer's recommendation by unanimous vote with the understanding that no change shall be made in any highway route through any city or town until a public hearing has been held in such city or town in conformance with the requirements of the law. The following resolution in regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne:

WHEREAS, pursuant to the provisions of Section 44-2705, Oregon Code, 1930, the State Highway Commission is authorized and directed "whenever the route of any state highway passes through the corporate limits of any incorporated city or town in this state, to select and designate the street or streets of such incorporated town or city over which the said state highway shall be routed, and said State Highway Commission is further authorized and directed to erect and maintain suitable road signs on and along said street or streets at such places and of such material and design as the said commission may select"; and

WHEREAS, in response to the demands, provisions and authority of said statute it is the purpose and plan of the State Highway Commission to designate and select streets of the several cities of the State over which temporarily to route the several and respective state and secondary state highways passing through said cities and thus contribute to the convenience and accommodation of the traveling public; and

WHEREAS, the Commission does not now have, nor is there at this time available, sufficient data, facts or information upon which to base a permanent designation or selection of the street or streets of the several respective incorporated towns or cities of the State over which to route the respective highways passing through said cities; and

WHEREAS, for the sole purpose of contributing to the immediate convenience and accommodation of traffic and for the purpose of directing traffic through the corporate limits of said cities the several streets





hereinafter named shall be deemed to be only temporarily designated;

NOW, THEREFORE, all members being present and affirmatively participating, the Highway Commission does hereby resolve and order as follows:

1. PACIFIC HIGHWAY (EAST SIDE). The route of the Pacific Highway (East Side) (State Highway No. 1) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Pacific Highway (East Side); and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

West Linn and Oregon City:

Beginning at the north city limits of West Linn where the same is intersected by the Pacific Highway as now constructed; thence southeasterly along the Pacific Highway as now constructed to the west city limits of Oregon City; thence along the Pacific Highway to an intersection with Main Street in Oregon City; thence southwesterly along Main Street to the intersection of Main Street and Fifth Street; thence along Fifth Street to the east side of the Southern Pacific Railroad; thence southwesterly along the Pacific Highway as now constructed to the south city limits of Oregon City.

Salem:

Beginning at the north city limits of Salem where the same is intersected by the Pacific Highway as now constructed; thence southwesterly along the Pacific Highway as now constructed and the Fairgrounds Road to where the Fairgrounds Road is intersected by North Capitol Street; thence southerly along North Capitol Street to the intersection of North Capitol Street and Court Street; thence westerly along Court Street to the intersection of Court Street and Commercial Street; thence southerly along Commercial Street to the south city limits of Salem.

Albany:

Beginning at the east city limits of Albany where the same is intersected by the road or street known as Salem Road; thence westerly along Salem Road to the intersection of Salem Road and Main Street; thence northerly along Main Street to the intersection of Main and First Streets; thence westerly along First Street to the intersection of First Street and Washington Street; thence south along Washington Street to the intersection of Washington and 6th Streets; thence westerly along 6th Street to the intersection of 6th Street and Elm Street; thence south along Elm Street to the south city limits of Albany.

Eugene:

Beginning at the north city limits of Eugene where the same is intersected by the Pacific Highway as now constructed; thence southeasterly along the Pacific Highway as now constructed to an intersection with Van Buren Street; thence southerly along Van Buren Street to the intersection of Van Buren Street and Blair Street; thence southeasterly along Blair Street to the intersection of Blair Street and West Sixth Street; thence easterly along West Sixth Street to the intersection of West Sixth Street and Willamette Street; thence south along Willamette Street to the intersection of Willamette Street and East Broadway; thence east along East Broadway to the intersection of East Broadway and Franklin Street; thence southeasterly along Franklin Street to the east city limits of Eugene.

Cottage Grove:

Beginning at the north city limits of Cottage Grove where the same is intersected by Ninth Street; thence southerly along Ninth Street to the intersection of Ninth Street and Main Street; thence westerly along Main Street to the intersection of Main Street and Fifth Street; thence southerly along Fifth Street to the intersection of Fifth Street and Lane Street; thence southwesterly along Lane Street to the south city limits of Cottage Grove.

Roseburg:

Beginning at the north city limits of Roseburg where the same is intersected by Winchester Street or an extension thereof; thence southerly along Winchester Street to the intersection of Winchester Street and Jackson Street; thence southerly along Jackson Street to the intersection of Jackson Street and Cass Street; thence westerly along Cass Street to the intersection of Cass Street and Stephens Street; thence southerly along Stephens Street to the south city limits of Roseburg.

Grants Pass:

Beginning at the north city limits of Grants Pass where the same is intersected by the Pacific Highway as now constructed; thence south along the Pacific Highway as now constructed and Orchard Avenue to the intersection of Orchard Avenue and North Sixth Street; thence southwesterly along North Sixth Street and South Sixth Street to the south city limits of Grants Pass.

Medford:

Beginning at the north city limits of Medford where the same is intersected by North Riverside Avenue or an extension thereof; thence southeasterly along North Riverside Avenue and South Riverside Avenue to the south city limits of Medford.





Ashland:

Beginning at the north city limits of Ashland where the same is intersected by Main Street or an extension thereof; thence south and east along Main Street and Main Street Boulevard to the east city limits of Ashland.

2. COLUMBIA RIVER HIGHWAY. The route of the Columbia River Highway (State Highway No. 2) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Columbia River Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Astoria:

Beginning at the intersection of Bond Avenue and 8th Street in the city of Astoria; thence south to the intersection of Commercial Street and 8th Street; thence easterly along Commercial Street to the intersection of Commercial Street and 23rd Street; thence south along 23rd Street to the intersection of 23rd Street and 26th Street; thence southeasterly along 26th Street to the intersection of 26th Street and Franklin Avenue; thence northeasterly along Franklin Avenue and an extension thereof to an intersection with Commercial Street; thence easterly along Commercial Street and a relocation of the Columbia River Highway between Commercial Street and Bond Street to an intersection with Bond Street; thence easterly along Bond Street and Date Street to a point on Date Street between 51st Street and 52nd Street; thence northeasterly along the relocation of the Columbia River Highway to the east city limits of Astoria at or near 54th Street and Birch Street.

St. Helens:

Beginning at the north city limits of St. Helens where the same is intersected by the Columbia River Highway as now constructed; thence southerly along the Columbia River Highway as now constructed through St. Helens to the south city limits of St. Helens.

Hood River:

Beginning at the west city limits of Hood River where the same is intersected by the Columbia River Highway as now constructed; thence easterly along the Columbia River Highway as now constructed and Oak Street to the intersection of Oak Street and Front Street; thence south along Front Street to the intersection of Front Street and State Street; thence east along State Street and the Columbia River Highway as now constructed to the east city limits of Hood River.

The Dalles:

Beginning at the west city limits of The Dalles where the same is intersected by the Columbia River Highway as reconstructed; thence southeasterly along the Columbia River Highway as reconstructed and along Second Street and the Columbia River Highway as reconstructed at the east entrance to The Dalles to the east city limits of The Dalles.

3. PACIFIC HIGHWAY (WEST SIDE). The route of the Pacific Highway (West Side) (State Highway No. 3) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Pacific Highway (West Side); and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Newberg:

Beginning at the east city limits of Newberg where the same is intersected by First Street or an extension thereof; thence west along an extension of First Street and First Street and the West Side Pacific Highway as now constructed to the west city limits of Newberg.

McMinnville:

Beginning at the north city limits of McMinnville where the same is intersected by Lafayette Avenue; thence southwesterly along Lafayette Avenue to the intersection of LaFayette Avenue and "J" Street; thence south along "J" Street to the intersection of "J" Street and Third Street; thence west along Third Street to the intersection of Third Street and "B" Street; thence south along "B" Street to the south city limits of McMinnville.

Corvallis:

Beginning at the north city limits of Corvallis where the same is intersected by an extension of North Ninth Street; thence south along an extension of North Ninth Street and North Ninth Street to the intersection of North Ninth Street and Van Buren Street; thence southeasterly along Van Buren Street to the intersection of Van Buren Street and Third Street; thence southwesterly along Third Street and an extension thereof to the south city limits of Corvallis.

4. THE DALLES-CALIFORNIA HIGHWAY. The route of The Dalles-California Highway (State Highway No. 4) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there





shall be and hereby is routed The Dalles-California Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Bend:

Beginning at the north city limits of Bend where the same is intersected by The Dalles-California Highway as now constructed; thence southerly along The Dalles-California Highway as now constructed, known as the Tumalo Road, to an intersection of Tumalo Road and First Street; thence south along First Street to the intersection of First Street and Penn Avenue; thence southwesterly along Penn Avenue to the intersection of Penn Avenue and Hill Street; thence southerly along Hill Street to the intersection of Hill Street and Wall Street; thence southwesterly along Wall Street to the intersection of Wall Street and Franklin Avenue; thence easterly along Franklin Avenue to the intersection of Franklin Avenue and Third Street; thence southerly along Third Street and The Dalles-California Highway as now constructed to the south city limits of Bend.

Klamath Falls:

Beginning at the north city limits of Klamath Falls where the same is intersected by Biehn Street; thence south along Biehn Street to the intersection of Biehn Street and Oregon Avenue; thence southeasterly and south along Oregon Avenue and White Avenue to the intersection of White Avenue and Upham Street; thence easterly along Upham Street to the intersection of Upham Street and Prospect Street; thence south along Prospect Street to the intersection of Prospect Street and Ninth Street; thence southeasterly along Ninth Street to the intersection of Ninth Street and Main Street; thence southwesterly along Main Street to the intersection of Main Street and Sixth Street; thence southeasterly along Sixth Street and an extension thereof to the south city limits of Klamath Falls.

5. OLD OREGON TRAIL. The route of the Old Oregon Trail (State Highway No. 6) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Old Oregon Trail; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Pendleton:

Beginning at the west city limits of Pendleton where the same is intersected by the Old Oregon Trail as reconstructed; thence southeasterly along the Old Oregon Trail as reconstructed to an intersection with Court St.; thence easterly along Court St. to the intersection

of Court Street and Franklin Street; thence southeasterly along the Old Oregon Trail as the same is to be reconstructed to an intersection with Turner Street; thence easterly along Turner Street and an extension thereof to the east city limits of Pendleton.

La Grande:

Beginning at the west city limits of La Grande where the same is intersected by the Old Oregon Trail as now constructed; thence southeasterly along the Old Oregon Trail as now constructed to an intersection with Adams Avenue; thence easterly and southeasterly along Adams Avenue to the east city limits of La Grande.

Baker:

Beginning at the north city limits of Baker where the same is intersected by the Old Oregon Trail; thence southeasterly along the Old Oregon Trail as now constructed to an intersection with 10th Street at "I" Street; thence south along 10th Street to the intersection of 10th Street and Broadway Avenue; thence east along Broadway Avenue to the intersection of Broadway Avenue and Main Street; thence south along Main Street to the intersection of Main Street and Bridge Street; thence southeasterly along Bridge Street to the intersection of Bridge Street and Elm Street; thence south along Elm Street to the intersection of Elm Street and Occidental Avenue; thence southeasterly along Occidental Avenue to the south city limits of Baker.

6. CENTRAL OREGON HIGHWAY. The route of the Central Oregon Highway (State Highway No. 7) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Central Oregon Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Bend:

Beginning at the intersection of Wall Street and Greenwood Avenue in the City of Bend; thence easterly along Greenwood Avenue and East Greenwood Avenue to the east city limits of Bend.

Burns:

Beginning at the south city limits of Burns where the same is intersected by South Oregon Avenue or an extension thereof; thence northeasterly along South Oregon Avenue and the Central Oregon Highway as now constructed to an intersection with Monroe Street at North Grand Avenue; thence east along Monroe Street to the intersection of Monroe Street and North Broadway Avenue; thence north along North Broadway Avenue and the Central Oregon Highway to the east city limits of Burns at Silvies River.





7. OREGON-WASHINGTON HIGHWAY. The route of the Oregon-Washington Highway (State Highway No. 8) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected as the streets of said cities or towns over which there shall be and hereby is routed the Oregon-Washington Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Milton-Freewater:

Beginning at the north city limits of Freewater where the same is intersected by the Oregon-Washington Highway as now constructed; thence south along the Oregon-Washington Highway as now constructed to the intersection of said highway and Washington Street; thence east along Washington Street to the intersection of Washington Street and Depot Street; thence south along Depot Street to a point near the north line of the Oregon-Washington Railroad & Navigation Company right of way; thence along the Oregon-Washington Highway as now constructed to an intersection with Ward Street; thence south along Ward Street to the intersection of Ward Street and Broadway Street; thence east along Broadway Street to the intersection of Broadway Street and Main Street; thence southeasterly along Main Street and the Oregon-Washington Highway as now constructed through Milton to the south city limits of Milton.

Pendleton:

Beginning at the intersection of Webb Street and Court Street in the City of Pendleton; thence southwesterly along Webb Street to the west city limits of Pendleton.

8. OREGON COAST HIGHWAY. The route of the Oregon Coast Highway (State Highway No. 9) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Oregon Coast Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Astoria:

Beginning at the intersection of Bond Avenue and 8th Street in the City of Astoria; thence west along Bond Avenue to the intersection of Bond Avenue and Taylor Avenue; thence westerly, southwesterly, southerly and southeasterly along Taylor Avenue to an intersection of Taylor Avenue and 5th Street; thence south along 5th Street and an extension thereof to the south city limits of Astoria.

Seaside:

Beginning at the north city limits of Seaside where the said city limits are intersected by 24th Street; thence westerly along 24th Street to the intersection of 24th Street and 7th Street;thence southerly along 7th Street to the south city limits of Seaside.

Tillamook:

Beginning at the north city limits of Tillamook where the same is intersected by Second Avenue East; thence southerly along Second Avenue East to the south city limits of Tillamook.

North Bend:

Beginning at the north city limits of North Bend where the same is intersected by the Oregon Coast Highway as now constructed or being constructed; thence southerly along the Oregon Coast Highway as now constructed or being constructed and Sherman Avenue to the intersection of Sherman Avenue and Washington Avenue; thence east along Washington Avenue to the intersection of Washington Avenue and Stanton Street; thence southerly along Stanton Street, Railroad Avenue and Fremont Street and the Oregon Coast Highway as now constructed to the south city limits of North Bend.

Marshfield:

Beginning at the north city limits of Marshfield where the same is intersected by North Front Street or an extension of North Front Street; thence southeasterly along North Front Street to the intersection of North Front Street and North Broadway; thence south along North Broadway and South Broadway to the intersection of South Broadway and East Kruse Avenue; thence easterly along East Kruse Avenue and an extension thereof to the east city limits of Marshfield.

Coquille:

Beginning at the west city limits of Coquille where the same is intersected by the Oregon Coast Highway as now constructed; thence easterly along the Oregon Coast Highway as now constructed through Coquille to an intersection with Taylor Street; thence south along Taylor Street to the intersection of Taylor Street and 2nd Street; thence west along 2nd Street to the intersection of 2nd Street and "B" Street; thence southwesterly along "B" Street to the intersection of "B" Street and Front Street; thence westerly along Front Street or an extension thereof to the south city limits of Coquille.

9. WALLOWA LAKE HIGHWAY. The route of the Wallowa Lake Highway (State Highway No. 10) shall be and said highway hereby is routed through the following named cities and towns and over the streets hereinafter designated of said respective cities or towns and said





streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Wallowa Lake Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

La Grande:

Beginning at the intersection of Spruce Street and Adams Avenue in the City of La Grande; thence northeast along Spruce Street and Island City Road to the east city limits of La Grande.

Enterprise:

Beginning at the west city limits of Enterprise where the same is intersected by the Wallowa Lake Highway as now constructed; thence northeasterly along the Wallowa Lake Highway as now constructed to an intersection with North Street; thence easterly along North Street to the intersection of North Street and West 2nd Street; thence south along West 2nd Street to the intersection of West 2nd Street and Main Street; thence east along Main Street to the intersection of Main Street and River Street; thence south along River Street to a point near Residence Street; thence easterly from a point on River Street near Residence Street along the Wallowa Lake Highway which is to be constructed to the east city limits of Enterprise.

10. ENTERPRISE-FLORA HIGHWAY. The route of the Enterprise-Flora Highway (State Highway No. 11) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Enterprise-Flora Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Enterprise:

Beginning at the north city limits of Enterprise where the same is intersected by the Enterprise-Flora Highway as now constructed; thence south along the Enterprise-Flora Highway as now constructed and West 1st Street to the intersection of West 1st Street and Main Street.

11. BAKER-HOMESTEAD HIGHWAY. The route of the Baker-Homestead Highway (State Highway No. 12) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Baker-Homestead Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Baker:

Beginning at the intersection of Main Street and Broadway Avenue in the City of Baker; thence north along Main Street to the intersection of Main Street and Campbell Avenue; thence east along Campbell Avenue to the intersection of Campbell Avenue and the Cornucopia Road or Street; thence northeasterly and north along the Cornucopia Road or Street to the north city limits of Baker near the center of Section 9, Township 9 South, Range 40 East, W. M.

12. BAKER-UNITY HIGHWAY. The route of the Baker-Unity Highway (State Highway No. 13) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Baker-Unity Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Baker:

Beginning at the intersection of Main Street, Bridge Street and Dewey Avenue in the City of Baker; thence southeasterly along Dewey Avenue and the Baker-Unity Highway as now constructed to the south city limits of Baker.

13. McKENZIE HIGHWAY. The route of the McKenzie Highway (State Highway No. 15) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed theMcKenzie Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Springfield:

Beginning at the west city limits of Springfield where the same is intersected by an extension of Main Street; thence easterly along Main Street and the McKenzie Highway as now constructed to the east city limits of Springfield.

14. SANTIAM HIGHWAY. The route of the Santiam Highway (State Highway No. 16) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Santiam Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Albany:

Beginning at the intersection of Main Street and the street or road known as Salem Road in Albany; thence south and east along Main





Street to the intersection of Main Street and a road or street known as Santiam Road; thence southeasterly along Santiam Road to the east city limits of Albany.

15. GREEN SPRINGS HIGHWAY. The route of the Green Springs Highway (State Highway No. 21) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Green Springs Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Klamath Falls:

Beginning at the intersection of Main Street and Sixth Street in the City of Klamath Falls; thence southwesterly along Main Street to the intersection of Main Street and South Riverside Street;thence southerly along South Riverside Street to the south city limits of Klamath Falls.

16. CRATER LAKE HIGHWAY. The route of the Crater Lake Highway (State Highway No. 22) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Crater Lake Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Medford:

Beginning at the north city limits of Medford where the same is intersected by Roosevelt Avenue extended; thence south along an extension of Roosevelt Avenue and Roosevelt Avenue to the intersection of Roosevelt Avenue and East Main Street; thence west along East Main Street to the intersection of East Main Street and Riverside Avenue.

17. BURNS-CRANE HIGHWAY. The route of the Burns-Crane Highway (State Highway No. 24) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Burns-Crane Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Burns:

Beginning at the intersection of North Broadway Avenue and Monroe Street in the City of Burns; thence easterly along Monroe Street

and Crane Street to the east city limits of Burns.

18. TUALATIN VALLEY HIGHWAY. The route of the Tualatin Valley Highway (State Highway No. 29) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns, and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Tualatin Valley Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Hillsboro:

Beginning at the west city limits of Hillsboro where the same is intersected by Base Line Street; thence easterly along Base Line Street to the intersection of Base Line Street and Tenth Street; thence south along Tenth Street and the Tualatin Valley Highway as now constructed, to the east city limits of Hillsboro.

Forest Grove:

Beginning at the west city limits of Forest Grove where the same is intersected by Fourth Avenue; thence easterly along Fourth Avenue to the intersection of Fourth Avenue and Main Street; thence northerly along Main Street to the intersection of Main Street and Pacific Avenue; thence easterly along Pacific Avenue and an extension thereof to the east city limits of Forest Grove.

19. SALEM-DALLAS HIGHWAY. The route of the Salem-Dallas Highway (State Highway No. 30) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns, and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Salem-Dallas Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Dallas:

Beginning at the intersection of Court Street and Main Street in the City of Dallas; thence northerly along Main Street and along the Salem-Dallas Highway as constructed in the City of Dallas to the east city limits of Dallas.

Salem:

Beginning at the intersection of Court Street and Commercial Street in Salem; thence northerly along Commercial Street to the intersection of Commercial Street and Center Street; thence westerly





along Center Street and an extension thereof to the west city limits of Salem.

20. ALBANY-CORVALLIS HIGHWAY. The route of the Albany-Corvallis Highway (State Highway No. 31) shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Albany-Corvallis Highway; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Albany:

Beginning at the north city limits of Albany where the same would be intersected by an extension of Ellsworth Street in the middle of the Willamette River; thence south along an extension of Ellsworth Street and Ellsworth Street to the intersection of First Street and Ellsworth Street.

Corvallis:

Beginning at the north city limits of Corvallis where the same is interested by Second Street; thence southwesterly along Second Street to the intersection of Second Street and Van Buren Street; thence northwesterly along Van Buren Street to the intersection of Van Buren Street and Third Street.

21. CORVALLIS-NEWPORT HIGHWAY. The route of the Corvallis-Newport Highway (State Highway No. 33) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Corvallis-Newport Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Corvallis:

Beginning at the intersection of "A" Street and Third Street in the City of Corvallis; thence northwesterly along "A" Street to the intersection of "A" Street and Western Avenue; thence southwesterly along Western Avenue and the Corvallis-Newport Highway as constructed, to the west city limits of Corvallis.

22. COOS BAY-ROSEBURG HIGHWAY. The route of the Coos Bay-Roseburg Highway (State Highway No. 35) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is

routed the Coos Bay-Roseburg Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Coquille:

Beginning at the intersection of "B" Street and Front Street in the City of Coquille; thence southeasterly along Front Street and an extension thereof to the south city limits of Coquille.

23. PENDLETON-COLD SPRINGS HIGHWAY. The route of the Pendleton-Cold Springs Highway (State Highway No. 36) shall be and said highway hereby is routed through the following named city over the route hereinafter designated, and said route hereby is selected and designated as the route of said highway through said city or town over which there shall be and hereby is routed the Pendleton-Cold Springs Highway; and said city and the route of said highway through the same selected and designated as and for the purpose herein stated are as follows:

Pendleton:

Beginning at the intersection of the Old Oregon Trail as reconstructed and the Pendleton-Cold Springs Highway as reconstructed near the Eastern Oregon State Hospital; thence northerly along the Pendleton-Cold Springs Highway as reconstructed to the north city limits of Pendleton.

24. WILSON RIVER HIGHWAY. The route of the Wilson River Highway (State Highway No. 37) shall be and said hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Wilson River Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Tillamook:

Beginning at the intersection of Third Street and Second Avenue East, in the City of Tillamook; thence easterly along Third Street to the east city limits of Tillamook.

25. MONMOUTH-INDEPENDENCE HIGHWAY. The route of the Monmouth-Independence Highway (State Highway No. 43) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Monmouth-Independence Highway; and said city and the Streets of the same selected and designated as and for the purpose herein stated are as follows:

Independence:

Beginning at the west city limits of Independence where the same





is intersected by an extension of Monmouth Street; thence east along an extension of Monmouth Street and Monmouth Street to the intersection of Monmouth Street and Main Street.

26. EAST PORTLAND-OREGON CITY HIGHWAY. The route of the East Portland-Oregon City Highway (State Highway No. 46) shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the East Portland-Oregon City Highway; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Oregon City:

Beginning at the north city limits of Oregon City where the same is intersected by the East Portland-Oregon City Highway as now constructed; thence southerly along the East Portland-Oregon City Highway as now constructed and Main Street to an intersection with Main Street and Seventh Street in Oregon City.

27. NEHALEM SECONDARY HIGHWAY NO. 102. The route of the Nehalem Secondary Highway No. 102 shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns, and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Nehalem Secondary Highway No. 102; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Astoria:

Beginning at the intersection of Taylor Avenue and 5th Street in Astoria near the north end of the bridge on the Oregon Coast Highway crossing Youngs Bay; thence east along the road or street known as the Nehalem Highway to the south or east city limits of Astoria.

Forest Grove:

Beginning at the north city limits of Forest Grove where the same is intersected by Greenville Road; thence southerly along the Greenville Road to the intersection of the Greenville Road and North Avenue; thence west along North Avenue to the intersection of North Avenue and College Way; thence south along College Way to the intersection of College Way and Pacific Avenue.

28. HILLSBORO-WOODBURN SECONDARY HIGHWAY NO. 140. The route of the Hillsboro-Woodburn Secondary Highway No. 140 shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall

be and hereby is routed the Hillsboro-Woodburn Secondary Highway No. 140; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Hillsboro:

Beginning at the intersection of First Street and Base Line Street in the City of Hillsboro; thence south along First Street and an extension thereof to the south city limits of Hillsboro.

Newberg: (North of First Street)

Beginning at the intersection of First Street and College Street in the City of Newberg; thence north along College Street to the intersection of College Street and Vermilion Street; thence west along Vermilion Street and north along the road extending northerly to the north city limits of Newberg.

Newberg: (South of First Street)

Beginning at the intersection of First Street and Chehalem Street in the City of Newberg; thence south along Chehalem Street to the intersection of Chehalem Street and Fourth Street; thence east along Fourth Street to the intersection of Fourth Street and Winoski Street; thence southeasterly along Winoski Street to the south city limits of Newberg.

Silverton:

Beginning at the west city limits of Silverton where the same is intersected by Pine Street; thence easterly along Pine Street to the intersection of Pine Street and James Avenue; thence southerly along James Avenue to the intersection of James Avenue and Water Street; thence southeasterly along Water Street to the intersection of Water Street and Oak Street.

29. YAMHILL-NEWBERG SECONDARY HIGHWAY NO. 151. The route of the Yamhill-Newberg Secondary Highway No. 151 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Yamhill-Newberg Secondary Highway No. 151; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Newberg:

Beginning at the intersection of First Street and Main Street in the City of Newberg; thence north along Main Street to the intersection of Main Street and Illinois Street; thence west along Illinois Street and the Yamhill-Newberg Secondary Highway to the west city limits of Newberg.





30. THREE MILE LANE SECONDARY HIGHWAY NO. 152. The route of the Three Mile Lane Secondary Highway No. 152 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Three Mile Lane Secondary Highway No. 152; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

McMinnville:

Beginning at the intersection of Third Street and "I" Street in the City of McMinnville; thence south along "I" Street and the Three Mile Lane Secondary Highway as now constructed in McMinnville, to the east city limits of McMinnville.

31. CASCADE SECONDARY HIGHWAY NO. 160. The route of the Cascade Secondary Highway No. 160 shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Cascade Secondary Highway No. 160; and said cities and towns and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Oregon City:

Beginning at the north city limits of Oregon City where the same is intersected by Washington Street near Abernethy Creek; thence southwesterly along Washington Street to the intersection of Washington Street and Seventh Street; thence southeasterly along Seventh Street to the intersection of Seventh Street and Molalla Avenue; thence southerly along Molalla Avenue and an extension thereof to the South city limits of Oregon City.

Silverton:

Beginning at the east city limits of Silverton where the same is intersected by East Oak Street; thence southwesterly along East Oak Street and Oak Street to the intersection of Oak Street and Water Street.

32. SILVER CREEK FALLS SECONDARY HIGHWAY NO. 163. The route of the Silver Creek Falls Secondary Highway No. 163 shall be and said highway hereby is routed through the several cities and towns hereinafter named and over the streets hereinafter designated of said respective cities or towns and said streets hereby are selected and designated as the streets of said cities or towns over which there shall be and hereby is routed the Silver Creek Falls Secondary Highway No. 163; and said cities and towns and the streets of

the same selected and designated as and for the purpose herein stated are as follows:

Salem:

Beginning at the intersection of North Capitol Street and Court Street in the City of Salem; thence easterly along Court Street to the intersection of Court Street and 12th Street; thence southerly along 12th Street to the intersection of 12th Street and State Street; thence easterly along State Street to the east city limits of Salem.

Silverton:

Beginning at the intersection of Oak Street and Water Street in the City of Silverton; thence southeasterly along South Water Street to the east city limits of Silverton.

33. DALLAS-KINGS VALLEY SECONDARY HIGHWAY NO. 191. The route of the Dallas-Kings Valley Secondary Highway No. 191 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Dallas-Kings Valley Secondary Highway No. 191; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Dallas:

Beginning at the intersection of Main and Court Streets in the City of Dallas; thence south along Main Street to the intersection of Main Street and Washington Street; thence west along Washington Street to the intersection of Washington Street and Fairview Avenue; thence southwesterly along Fairview Avenue and the Dallas-Kings Valley Secondary Highway as now constructed to the south city limits of Dallas.

34. DALLAS-COAST SECONDARY HIGHWAY NO. 192. The route of the Dallas-Coast Secondary Highway No. 192 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Dallas-Coast Secondary Highway No. 192; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Dallas:

Beginning at the intersection of the Salem-Dallas Highway and the Dallas-Coast Secondary Highway No. 192 in the City of Dallas; thence northerly along the Dallas-Coast Secondary Highway as now constructed to the north city limits of Dallas.





35. INDEPENDENCE SECONDARY HIGHWAY NO. 193. The route of the Independence Secondary Highway No. 193 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Independence Secondary Highway #193; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Independence:

Beginning at the north city limits of Independence where the same is intersected by an extension of Main Street; thence south along an extension of Main Street and Main Street to the intersection of Main Street and Monmouth Street in the City of Independence.

36. CORVALLIS-EAST SIDE SECONDARY HIGHWAY NO. 210. The route of the Corvallis-East Side Secondary Highway No. 210 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Corvallis-East Side Secondary Highway No. 210; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Corvallis:

Beginning at the intersection of Second Street and Van Buren Street in the City of Corvallis; thence southeasterly along Van Buren Street and an extension thereof to the east city limits of Corvallis.

37. FOX HOLLOW SECONDARY HIGHWAY NO. 221. The route of the Fox Hollow Secondary Highway No. 221 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Fox Hollow Secondary Highway No. 221; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Eugene:

Beginning at the intersection of East Broadway with Hilyard Street in the City of Eugene; thence south along Hilyard Street and an extension thereof to the south city limits of Eugene.

38. CAPE ARAGO SECONDARY HIGHWAY NO. 240. The route of the Cape Arago Secondary Highway No. 240 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Cape Arago Secondary Highway No. 240; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

North Bend:

Beginning at the intersection of Sherman Avenue and Virginia Avenue in North Bend; thence west along Virginia Avenue to the intersection of Virginia Avenue and Broadway Avenue; thence south along Broadway Avenue and west along the Cape Arago Secondary Highway as now constructed to the west city limits of North Bend.

39. ROGUE RIVER LOOP SECONDARY HIGHWAY NO. 260. The route of the Rogue River Loop Secondary Highway No. 260 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Rogue River Loop Secondary Highway No. 260; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Grants Pass:

Beginning at the intersection of South Sixth Street and West "G" Street in the City of Grants Pass; thence westerly along West "G" Street to the west city limits of Grants Pass.

40. MEDFORD-PROVOLT SECONDARY HIGHWAY NO. 272. The route of the Medford-Provolt Secondary Highway No. 272 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Medford-Provolt Secondary Highway No. 272; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Medford:

Beginning at the west city limits of Medford where the





same is intersected by West Main Street or an extension thereof; thence east along West Main Street to the intersection of West Main Street and Riverside Avenue in the City of Medford.

41. INTERSTATE BRIDGE SECONDARY HIGHWAY NO. 280. The route of the Interstate Bridge Secondary Highway No. 280 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Interstate Bridge Secondary Highway No. 280; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Hood River:

Beginning at the intersection of the Interstate Bridge Secondary Highway No. 280 with the Columbia River Highway in the City of Hood River; thence northeasterly along the Interstate Bridge Secondary Highway No. 280 as now constructed to the north city limits of Hood River.

42. HOOD RIVER SECONDARY HIGHWAY NO. 281. The route of the Hood River Secondary Highway No. 281 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated; and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Hood River Secondary Highway No. 281; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Hood River:

Beginning at the intersection of Oak Street and Ninth Street in the City of Hood River; thence south along Ninth Street to the intersection of Ninth Street and Eugene Street; thence west along Eugene Street to the intersection of Eugene and 12th Streets; thence south along 12th Street to the south city limits of Hood River.

43. CENTURY DRIVE SECONDARY HIGHWAY NO. 372. The route of the Century Drive Secondary Highway No. 372 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Century Drive Secondary Highway No. 372; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Bend:

Beginning at the intersection of Wall Street and Franklin Avenue; thence northwesterly along Franklin Avenue to the intersection of Franklin Avenue and Broadway; thence southwesterly along Broadway to the intersection of Broadway and Tumalo Avenue; thence westerly along Tumalo Avenue and crossing the Deschutes River to the intersection of Harmon Avenue, Tumalo Avenue, and Galveston Avenue; thence west along Galveston Avenue to the intersection of Galveston Avenue and 14th Street; thence south along 14th Street to the intersection of 14th Street and Albany Street; thence west along Albany Street to the west city limits of Bend.

44. KLAMATH LAKE SECONDARY HIGHWAY NO. 421. The route of the Klamath Lake Secondary Highway No. 421 shall be and said highway hereby is routed through the following named city over the streets hereinafter designated, and said streets hereby are selected and designated as the streets of said city over which there shall be and hereby is routed the Klamath Lake Secondary Highway No. 421; and said city and the streets of the same selected and designated as and for the purpose herein stated are as follows:

Klamath Falls:

Beginning at the intersection of Biehn Street and Oregon Avenue in the City of Klamath Falls; thence westerly along Oregon Avenue, Nevada Avenue, and the Klamath Lake Secondary Highway No. 421 as now constructed, to the west city limits of Klamath Falls.

All of the above selected and designated streets are temporarily selected and designated as streets of the respective cities and towns over which to route the respectively named highways, and each and all of said selections and designations are subject to change, modification, or elimination as in the judgment of the Highway Commission may from time to time be deemed for the best interests of the traveling public.





The Engineer reported that, as instructed by the Commission at the previous meeting, he directed a letter of inquiry to C. J. Buck, Regional Forester, U. S. Forest Service, as to whether or not the Forest Service would be inclined to improve as a forest development road the road extending from Carson to Cornucopia, in Baker County, in the event this road were removed from the Forest Highway System, and received a reply that the road in its present condition is adequate and satisfactory for use in the protection and administration of the National Forest and, for that reason, he would not consider an expenditure of Forest Development Funds for its improvement. In view of Mr. Buck's letter the Commission decided to retain this road on the Forest Highway System.

The Commission had under consideration a request from the city of Albany for permission to construct and maintain at city expense a public rest room beneath the south end of the Willamette River bridge at Albany. The Engineer advised that there is no structural reason why a rest room of this kind could not be constructed; however, the Department's past experience with rest rooms maintained by agencies other than the State Highway Department has not been entirely satisfactory, in one instance it being necessary to board up the entrance to the rest room because it was maintained in a foul and unclean condition. He recommended that the request be denied and that such action be considered as the general policy to be followed hereafter in disposing of future requests for like privileges. After some discussion the Commission adopted the Engineer's recommendations by unanimous vote.

The Attorney reported that, in response to instructions previously given him by the Commission, he conferred with the State Labor Commissioner, Chas. H. Gram regarding the payment of overtime for State Highway Department employes on the Coos Bay Ferry, and, while Mr. Gram's sympathies were with the Commission in this matter, he gave as his thought that it would be unwise for the Commission to permit even a small violation of the letter of the statute because some of the employes, after the ferries have been discontinued and traffic handled by the bridges, might seek to recover overtime if they were not then employed by the State. In view of the Attorney's report the Commission decided to observe strictly the law covering this feature and instructed the Engineer to pay the ferry employes double time for all time that they may be required to put in over eight hours per day.

The Commission had under consideration the offer of Mr. Charles T. Woodward, Brogan, Oregon, to purchase, for the sum of $10.00, one of the Highway Department's old wooden storage tanks located at Brogan; and the offer of Robert Kendall, Jamieson, Oregon, to purchase, for the sum of $8.00, a similar tank located at Ontario. The Engineer advised that the Commission sometime ago advertised for bids for the purchase of these tanks and other tanks but received only one bid which was rejected because it was submitted by an employe of the Highway Department. He further advised that the tanks desired by Mr. Woodward and Mr. Kendall are appraised at $15.00 each. He recommended the acceptance of both offers. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration the matter of appropriating approximately $5,000 of State Highway Funds to help finance the

maintenance of a publicity booth at the California Pacific International Exposition now being conducted at San Diego, California. Chairman Cabell explained that the city of Portland, in conjunction with the Portland Chamber of Commerce, has it in mind to maintain a booth at the San Diego Fair to disseminate information concerning Oregon and to attract tourists to this state, provided funds can be raised to pay the cost thereof, which, they estimate would amount to about $15,000, a portion of which expense they have asked the State Highway Commission to bear. The Attorney advised that, in his opinion, the State Highway Commission has authority to use State Highway Funds for the purpose of discovering, assembling and compiling data with respect to public parks, recreational grounds, scenic places and other public places and scenic areas which are of interest to the general public and may, in such manner and pursuant to such method as the Commission may devise, provide for the distribution of such information for the convenience and advantage of the general public; also, that the Commission has the authority to bring such information and data to the attention of the general public through the agency of a booth maintained at said exposition and may carry on such activity either through the Commission's own agents, employes or representatives, or in cooperation with other state officers, commissions or agencies. The Commission appeared inclined to approve an expenditure of $5,000 for this purpose provided the money is spent worthily and to the best advantage. After some discussion the Commission referred the matter to Chairman Cabell for further investigation and to ascertain details of the Mayor's committee which has been appointed to handle the matter.

The Commission had under consideration the matter of providing special ferry service at Yaquina Bay and Alsea Bay for the accommodation of oil companies. The Engineer advised that, heretofore, the auxiliary boat at these two locations has not been in use for the full 16-hour period covered by the ferry contracts and the oil companies have made their own arrangements with the ferry contractors for special trips, using the auxiliary boat. However, on June 15, a 15-minute ferry schedule for the full 16 hours per day will be inaugurated which will leave no spare time for the transportation of oil trucks and will necessitate their owners arranging with the ferry contractors for service either before 7:00 o'clock a. m. or after 11:00 o'clock p. m., when the State does not need the services of the ferries. He further advised that the oil companies have already remonstrated in reference to this matter and he anticipates that after June 15 they will register further complaint and it is for that reason that he is bringing the matter to the attention of the Commission at this time so that he will know what to tell them. He pointed out that the traffic now being handled by the ferries is greater than that handled at the same time last year and, if there is a corresponding increase in traffic during the balance of the year, the oil companies cannot be accommodated without considerable interference and inconvenience to other traffic. He recommended that any requests for special ferry service received from the oil companies be refused.

It was the opinion of the Commission that no special consideration should be shown to the various oil companies and if the steamboat regulations prohibit the transportation of oil trucks on the ferries at the same time that other traffic is being transported, then the oil companies should be required to provide their own transportation and arrange with the ferry contractors for such special service outside of the periods that the ferries are working for





the State, or by separate barge.

The Attorney reported that, as previously instructed by the Commission, he is keeping in close touch with the Public Works Administration in Washington, D. C., regarding the Commission's application for an amendment to the Coast Bridge Agreement to permit the bridges to be operated free of tolls, and the proposed modification for transfer of the bridge loan monies to finance the construction of a new highway up the Columbia River between Troutdale and Cascade Locks, but so far has received but very little information which indicates that no great amount of progress has been achieved. In the discussion of this subject the suggestion was made that the Attorney get in touch with Senator McNary, by telephone, and request his assistance in securing facts concerning the status of this matter. The suggestion was approved by the Commission unanimously.

The Commission had under consideration a letter from Mr. B. A. Finch, Lakeview, suggesting that, if the Highway Commission has proper authority, persons engaged in hauling logs over the highways of this state be required to tie the loads onto the hauling equipment with more than one snubbing chain so as to prevent logs falling off the loads in transportation, thus endangering the lives of passing traffic. The Engineer advised that the trucking of logs to market is gaining popularity and each year more operators are engaged in this service; also, that from the reports received by him it is the practice of these operators to tie the logs to their truck by only one snubbing chain which occasionally breaks permitting the logs to fall off the truck into the roadway. He gave as his thought that there is considerable merit in Mr. Finch's complaint, and that some action should be taken to protect the public. He advised that the State Highway Commission has no legal authority in the matter, but it might be satisfactorily taken care of by the provision in the law which authorizes the Public Utilities Commissioner to set up rules and regulations of safety pertaining to equipment. He suggested that the matter be called to the attention of the Public Utilities Commissioner and that he be requested to promulgate rules and regulations in regard thereto and to include them in special carrier permits issued hereafter from his office with notification that the permit will be canceled in the event the rules and regulations are not strictly adhered to. The Attorney advised that he discussed this matter with the Public Utilities Commissioner who stated that he would be glad to cooperate in any way that the Highway Commission desired. After some discussion the Commission approved the Engineer's suggestion by unanimous vote and instructed him to take the matter up with the Public Utilities Commissioner, and request his cooperation by inserting in "Special Carrier" permits hereafter issued from his office, a condition that requires the operator to load his logs in a manner that will provide the greatest amount of protection and safety to other highway traffic.

The Parks Engineer was present and discussed with the Commission a number of park matters as follows:

He reported that Medford Post, American Legion, has again contacted him relative to the acquisition of the state's interests in a

certain 40-acre tract of land situate adjacent to the Crater Lake Highway in Jackson County, which tract they desire to develop as a tourist attraction. He pointed out that the Commission previously considered this matter at a meeting held on November 1, 1934, at which time the request was denied as a matter of policy, but the Commission indicated its willingness to relinquish its interests in the property provided either Jackson County, or the city of Medford, would purchase it from the government under the provisions of the Recreational Act so as to insure its preservation as a recreational area. He advised that he communicated such information to the American Legion but received no response until now when they simply renewed their previous request. He requested instructions for a reply and recommended an answer similar to the one previously given. After due deliberation the Commission decided to make no alteration in its previous decision and instructed the Parks Engineer to so inform the American Legion.

The Parks Engineer asked the Commission's approval for the purchase of 160 acres of land located adjacent to Silver Falls State Park in Marion County, at $25.00 per acre. He explained that this land is badly needed in order to complete and protect the present park area; that the Federal Government had plans to purchase this tract under the provisions of the Submarginal Land Act but indications now are that the Government will not be able to do so in view of the United States Supreme Court ruling that the National Recovery Act is unconstitutional; therefore, if the land is acquired, it will have to be purchased with state funds. Action on this matter was deferred by the Commission pending receipt of definite information as to the Government's plans in regard to the purchase of the property.

The Parks Engineer also brought up the matter of securing a water supply for Silver Falls State Park. He said that the present supply is unfit for use and that he has found a desirable spring on a ten-acre tract not far from the park which could be purchased for $800; also, that he has already secured a water right to the spring and will construct a pipe line to the park with CCC labor at no expense to the state if the state will buy the land on which the spring is located. He gave as his thought that the state's expense to buy the land is fully justified in view of the large amount of money the Government is spending to develop the park. The Attorney advised that if the State Highway Commission now has a water right to the spring, it would not be necessary to buy the entire ten acres on which the spring is located but the Commission could confine its purchase to a right of way only for the pipe line. The Commission approved the Attorney's suggestion and authorized him to negotiate for the purchase of the right of way only, and if he is unable to reach a satisfactory settlement with the owner of the property then he is to condemn it.

The Parks Engineer advised that his plans for the development of Ecola State Park, in Clatsop County, include the construction of an entrance roadway to the park extending across Seal Rocks Beach Addition, a distance of approximately 3,000 feet. He said that the Federal Government would finance the entire cost of constructing the road but the state would have to buy the right of way. He asked the Commission to approve an expenditure of state funds for such purpose. The State Highway Engineer recommended that the expenditure





be authorized in view of the large amount of money that the Federal Government is spending to develop this park area and the desirability of providing a suitable roadway entrance into the park. After some discussion the Commission approved the Engineer's recommendation and authorized him to take options for the property. The Attorney was authorized to condemn the property in the event that it cannot be acquired for a reasonable sum.

The Parks Engineer inquired as to the Commission's wishes in the matter of acquiring from the Federal Government, under the provisions of the Recreational Act of June 14, 1926, a 40-acre tract of public land located in the southeast quarter of the northeast quarter of Section 7, Township 11 S., Range 26 E., W. M., Grant County. He said that this tract is located in a fossil bed area and should be acquired by the State in order to preserve the fossils for the benefit of future generations and for scientific study; also, that its acquisition by the State has been recommended by Dr. John C. Merriam, President of Carnegie Institute, an authority on scientific research. He gave as his thought that the Government would not ask very much for this tract and suggested that the Commission file with the Secretary of the Interior a petition asking for the appraisal of the property which would give the State prior rights thereto. The Commission approved the Parks Engineer's recommendation by unanimous vote and thereupon executed the petition directed to the Secretary of the Interior requesting such appraisal of the property and the fixing of a lease or purchase price therefor.

The Secretary reported that, as instructed by the Commission at the previous meeting, he asked Mr. Lewis A. McArthur, Secretary of the Oregon Historical Society, for recommendations concerning the naming of the state parks located at Newport in Lincoln County, and adjacent to the Siuslaw Highway and Long Tom River in Lane County; and received a reply to the effect that, if local sentiment is in favor of naming the Newport Park, "Yaquina Bay Park", he would recommend that the park be given that name, inasmuch as it is descriptive and comprehensive; also, that the other park be named "Alderwood Park" in order to gratify the wishes of the local people notwithstanding the fact that it is a stereotype form. The Commission voted unanimously to approve and adopt Mr. McArthur's recommendations for the naming of these two parks.

The Attorney reported the receipt of a letter from a Mrs. Cieslak, Sublimity, Oregon, requesting payment for damages which she alleges occurred to her property located adjacent to Silver Falls State Park, from the construction of pathways and trails over this property for the convenience and enjoyment of pleasure seekers in the park. The Parks Engineer explained that when the trails were constructed there was no clearly defined line between the state park property and that owned by Mrs. Cieslak, and that he laid out the trails in reference to a certain creek which his map indicated flowed through the state property, but which a subsequent survey revealed was on Mrs. Cieslak's property and as a result the trails were constructed partly on the wrong land. He offered to reconstruct the trails on the state's property with CCC labor if the Commission thought that would help matters any. The Attorney gave as his thought that the reconstruction of the trails would not satisfy Mrs. Cieslak because she would still have a claim for trespass and damage if she elected to follow the matter through. He advised that Mrs.

Cieslak is willing to sell to the State a ten-acre strip of land, or more, adjoining the park and including the trails, at the rate of $100.00 per acre, or a total of $1,000; but she will not sell a lesser acreage for less than $1,000. He recommended the purchase of ten acres for $1,000 which would forestall a suit for damage on account of trespass. After considerable discussion of this matter the Commission voted unanimously to adopt the recommendation of the Attorney, and authorized him to settle with Mrs. Cieslak on the basis of purchase of ten acres for $1,000.

The Engineer reported that, as previously instructed by the Commission, he wrote Mr. C. J. Buck, Regional Forester, regarding the possibility of securing the services of CCC workers to clean up wayside strips along the state highways that pass through national forests and received a reply that the matter is being brought to the attention of the Forest Supervisors so that they may consider this type of work when, and if CCC workers are available. The Commission took no action on this matter.

A letter was presented from the Lebanon Lions Club regarding the Cascadia Mineral Springs property, located adjacent to the Santiam Highway at Cascadia in Linn County, in which the Commission is advised that Mr. Geisendorfer, the owner of the property, has stated his willingness to deed the property to the State for park purposes if the State will assume the payment of a certain mortgage and taxes totaling $10,000, and will pay him annually the sum of $3,000, during his lifetime; also pointing out that Mr. Geisendorfer was at one time offered $50,000 for his property and that he is now 77 years of age. The Secretary was instructed to advise the Lions Club that the Commission is not financially able at the present time to accept Mr. Geisendorfer's offer.

A letter was presented from Mr. C. A. Robertson, West Salem, regarding a proposed park site located between the Salem-Dallas Highway and the Willamette River in the town of West Salem, in which he states that, notwithstanding the fact that the Commission has refused to purchase this property for state park purposes, the matter cannot be dismissed for any length of time and that he does not intend to relinquish his interest in the project because, to him, it far surpasses in importance many other projects that the State Highway Commission is now undertaking; and that, in his estimation, this proposed park fits in with any Willamette Valley planning and with the program for roadside beauty preservation and should not be abandoned. The Commission ordered the communication filed in the department records.

The Secretary reported the receipt of a letter from Lewis A. McArthur, Secretary of the Oregon Historical Society, in reply to his communication requesting a recommendation regarding the proposal of the Daughters of the American Revolution to erect and maintain a monument or marker on state-owned ground adjacent to the East Portland-Oregon City Highway near the town of Milwaukie, honoring Father De Smet, a distinguished character in Oregon history, in which he expresses his regrets that he does not have the time to investigate the life history of Father De Smet, as he would have to do in order to make a recommendation, but states his willingness to read a





synopsis of the historical facts surrounding this man's life if the Daughters of the American Revolution will submit such synopsis for his consideration. The Secretary was instructed by the Commission to convey this information to the Daughters of the American Revolution.

A letter was presented from Newberg Chamber of Commerce suggesting that the road extending from Newberg, via Springbrook, to the state park located on the summit of Chehalem Mountain in Yamhill County, be named "Chehalem Skyway", which name is the name selected as the result of a contest recently conducted by the Chamber. The Commission took the matter under advisement for future consideration.

The Attorney brought to the attention of the Commission a law enacted by the 1935 Legislature concerning rights of way for secondary and primary highways which provides that "before proceeding to acquire such rights of way the State Highway Commission shall confer with the County Courts of the counties in which such rights of way are located and any such rights of way shall be acquired by the State through the State Highway Commission, or by the County, as agreed upon by the said Commission and the said County Court". He recommended that, before the Commission authorizes the construction, repair or improvement of any highway in connection with which right of way is needed, the County Court of the particular county in which the highway is located be invited to a meeting of the Commission for a discussion of the subject of acquisition of right of way and the determination of a policy in regard thereto, so that in the event condemnation is necessary and proceedings are instituted in the name of the State, the Highway Commission will not be subject to challenge on jurisdictional grounds. He predicted that some of the conferences would result in no benefit to the State, nevertheless, in his opinion, the conferences are necessary in order to satisfy the statutory requirements. After some discussion the Commission adopted the Attorney's recommendation with the understanding that such invitation shall be extended to only those counties in which construction work requiring right of way is contemplated.

A letter was presented from Alfred D. Collier, President of the Swan Lake Moulding Company, Klamath Falls, suggesting that the Commission arrange for the immediate purchase of the extra right of way that is needed to provide right of way 100 feet wide for The Dalles-California Highway between Klamath Falls and the Lakeview Highway Junction so as to secure the advantage of present low prices and to make it possible for property owners to improve their properties with permanent buildings, etc., in conformity with a permanent plan. The Engineer advised that it would be a fine thing to secure this additional right of way at this time if the State had the money to finance it; however, all available funds must be conserved in order to match Federal Aid allotments. He recommended, in view of the fact that it is not contemplated to widen this highway in the near future, that no expenditure be made for this purpose at the present time. The Commission approved the Engineer's recommendation and instructed him to so inform Mr. Collier.

A letter was presented from T. A. Sherard, Acting Assistant Regional Forester, advising the Commission that the Forest Service is considering an exchange of government owned timber acreage along the Crater Lake Highway in

Jackson County, for timberland owned by the Rogue River Timber Company and requesting certain information in regard thereto. The Engineer advised that he has given Mr. Sherard the information requested and his reason for bringing this matter to the attention of the Commission at this time was simply to inform the Commission that the Federal Government is still interested in the matter of preservation of timber along the Crater Lake Highway. No action was taken by the Commission on this matter.

The Commission adjourned at 11:15 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning in the auditorium of the Public Service Building.

Portland, Oregon, June 6, 1935.

The members of the State Highway Commission breakfasted together at 8:00 o'clock a. m. in the Crystal Room of the Benson Hotel, all members being present. Also present were R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; H. B. Glaisyer, Secretary, and Fred Paulus, Deputy State Treasurer.

The Commission discussed with Mr. Paulus informally the proposed sale of additional state highway general obligation bonds to secure funds with which to finance the completion of the Coast Highway bridge construction in lieu of the Public Works Administration bridge loan monies secured by the bridge revenue bonds which bear an interest rate of 4%. It was the consensus of opinion of all that in view of the present favorable bond market, the state would save a considerable amount of interest money by refunding the bridge revenue bonds with general obligation bonds; however, no definite action was taken thereon although the Commission did confirm its previous decision to sell no more of the bridge revenue bonds until a decision has been rendered by the Public Works Administration authorities on the Commission's application for modification of the original agreement covering the matter of financing the coast bridge construction so as to permit the loan monies provided therein to be used as a grant for the construction of a new highway up the Columbia River from Troutdale to Cascade Locks. The Commission also confirmed its previous decision to use state funds to pay the current estimates for the coast bridge construction until it is absolutely necessary to obtain funds from another source to pay for such work.

At 9:00 o'clock a. m. the Commission met in regular session in the Auditorium of the Public Service Building, Portland. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for highway construction projects were opened and read in accordance with previously published notice:





KLAMATH FALLS-WEED HIGHWAY
KLAMATH FALLS-MIDLAND SECTION
GRADING AND SURFACING

| | |
|---|---|
| Harold Blake | $ 88,461.50 |
| Joplin & Eldon | 92,108.00 |
| Dunn & Baker | 105,937.00 |
| Parker-Schram Company | 111,576.50 |
| Kern & Kibbe | 113,836.00 |
| Morrison-Knudsen Company | 116,989.50 |
| Guthrie McDougall Company | 117,420.00 |
| P. L. Crooks & Company | 118,993.00 |
| J. A. Lyons | 125,643.00 |
| McNutt Bros. | 127,679.00 |
| Malcom & Bell | 135,232.00 |
| E. L. Gates | 144,648.00 |
| N. M. Ball & Larson Bros. | 148,745.50 |
| G. I. Stebbins | 154,500.80 |

WALLOWA LAKE HIGHWAY
LA GRANDE UNDERCROSSING

| | |
|---|---|
| Hoffman Construction Company | $ 89,901.00 |
| Mountain States Construction Company | 93,696.50 |
| S. G. Morin | 98,495.50 |
| Clifton & Applegate | 107,736.00 |
| Kuckenberg - Wittman Co. | 110,277.00 |
| Kern & Kibbe | 114,828.00 |
| Warren Northwest Incorporated | 119,606.50 |
| McRae Bros. | 141,226.50 |

Chairman Cabell announced that the award of contracts would be made by the Commission at 2:00 o'clock p. m. in the same room.

A delegation from Columbia County, consisting of Dr. E. C. Dalton, L. R. Rutherford, Roland Maston, County Cruiser, and U. W. Clark, County Road Supervisor, all of St. Helens, came before the Commission and urged the designation and construction, as a secondary state highway, of a proposed road leading westerly from the town of St. Helens to a connection with the Nehalem Secondary State Highway at Pittsburg in Columbia County. They stated that they have made extensive investigations for a road between these points and have found a location using certain abandoned logging roads, which, in their estimation, is much better than any route heretofore considered, will require less heavy construction and will be less costly to construct than any other route. They declared that the district through which the proposed road passes is not adequately served by any highway and the road is badly needed in order to shorten the distance from the communities in the western part of of the county to St. Helens, the county seat, the present route being approximately 100 miles longer than the proposed route. They advised that they have it in mind to undertake the construction of a portion of the proposed route as an SERA project and urgently requested cooperation from the Commission because the county is unable financially to undertake the proposition alone.

They submitted a map prepared by the County Cruiser, showing the route of the proposed new highway. The delegation was advised that this road is not on the secondary state highway system, hence the Commission is without legal authority to expend state funds thereon; also, that the Commission believes that no more roads should be added to the secondary state highway system until a thorough study has been made of the present system and adjustments made to provide for a balanced program of secondary roads in each county. The delegation then asked the Commission to authorize a survey of a portion of the road in order to permit the county to carry on its proposed SERA project. The Engineer advised that a survey would be of no value unless it was conducted throughout the entire length of the proposed road and the Commission does not have the funds available for such purpose at the present time, its funds being required to match Federal Aid allotments.

The delegation then asked for a reconnaissance survey of the entire route to enable them to construct any portion thereof that might fit in with the permanent location. The Engineer advised that he would undertake such reconnaissance survey if the Commission so desired but he could not guarantee that such survey would definitely locate any particular portion of the road and if the county undertook to construct any portion thereof, based on the reconnaissance survey, it would have to assume full responsibility therefor because such construction might not fit in with the eventual location of the highway. After considerable discussion of this subject the Commission finally authorized the Engineer to make the reconnaissance survey of the entire route when he can spare the services of an engineer for such purpose.

The delegation then asked the Commission to include in its construction program for this year the completion of the widening work along the Lower Columbia River Highway between the Multnomah County Line and St. Helens. The Engineer advised that the Commission is under obligation to the Government to complete the Multnomah County portion of this road with the first funds available and, while the reconstruction of the Columbia County section is desirable, the Commission should keep faith with the Government and complete the Multnomah County portion first. Chairman Cabell advised that, unquestionably, the reconstruction of this highway to St. Helens is a logical project but the Commission cannot promise anything definite regarding it until full information concerning the Government moneys has been received and the construction program outlined. He advised that this project will be kept in mind in the formulation of such program.

A delegation consisting of 15 citizens from Yamhill County, Polk County, Benton County and Lane County, came before the Commission in regard to the designation and improvement, as a secondary state highway, of the county road extending southwesterly from the town of Dayton to the town of Amity in Yamhill County. Dr. A. B. Starbuck, Dallas, was spokesman for the group which represented the chambers of commerce of the following towns along the West Side Pacific Highway: Newberg, Dayton, Amity, Monmouth, Independence, Dallas, Corvallis, Monroe and Junction City and included the members of the Yamhill County Court: Hon. R. J. Kennedy, County Judge, and Commissioners W. S. Allan and F. R. Campbell.





Dr. Starbuck declared that this proposed highway will act as a cut-off road between Amity and Dayton that will save about 3½ miles in distance over the present route between these points; also, that this was the route that was originally intended to be designated as the route of the West Side Pacific Highway, but for some reason or other the first State Highway Commission designated a route which would pass through the city of McMinnville, although it was considerably longer. He pointed out that the proposed road passes through a country where the terrain is excellent for a highway and that grading and construction costs would be comparatively low. He estimated that there is an economic loss to the traveling public amounting to approximately $50,000 per year in the extra mileage that the people south of Amity are required to travel in order to go to Portland, and gave as his thought that that feature alone was justification enough for the approval of this project. He also stated that in his estimation, if this road were constructed to state standards, it would relieve the traffic congestion in the city of McMinnville and would attract many people from the East Side Pacific Highway thus making that road safe for travel.

County Commissioner Allan confirmed the remarks of Dr. Starbuck and added that he personally accompanied former Highway Commissioners Simon Benson and E. J. Adams and former State Highway Engineer Herbert Nunn over this road before the original highway system was designated and it was their opinion that from an engineering standpoint, the Dayton-Amity route is the natural place for the main highway. He declared that the route of a highway through any town does not necessarily mean prosperity to that town, hence it should be of no great concern to the city of McMinnville whether or not the West Side Pacific Highway is routed through that city. He declared it is not a local proposition but one of state-wide importance in which the general traveling public is interested and is demanding. He further stated that his interest in this matter is from the standpoint of the taxpayers of Yamhill County regardless of who they are and what their business might be and is not a question of politics; also, that Yamhill County is not able financially to undertake this improvement on its own account, otherwise it would have been completed long ago. He pointed out that the secondary state highway law requires that the selection of secondary highways be made in cooperation with the County Courts and he assured the Commission that the County Court of Yamhill County is unanimously in favor of the designation of this road as a secondary state highway.

The delegation was informed that protest has been filed with the Commission from the city of McMinnville against the designation of this road as a secondary state highway; also, that there are many places in the state where the Commission could spend its money to very good advantage and where all factions are in favor of the proposed improvements, which places the Commission in a very difficult position in deciding how to spend its money in a locality where there is serious conflict such as exists in regard to the improvement of this particular road. After further discussion the delegation was informed that their project will be given due consideration by the Commission in the formulation of its construction program.

W. C. Harding, Secretary of the Roseburg Chamber of Commerce; Charles Clark, Mayor of Roseburg, and B. S. Nichols, County Commissioner

of Douglas County, were present and urged the Commission to bear in mind the following Pacific Highway projects when the program for 1935 funds is arranged: Siskiyou project in Jackson County, Sexton Mountain project in Josephine County and the Turkey Hill project in Douglas County; also the elimination of several railroad grade crossings. They were informed that the Commission will consider these projects at the proper time.

Mr. Harding and Mayor Clark also requested the Commission to make some investigations for rerouting the Pacific Highway through the city of Roseburg so as to eliminate two right-angle turns in the present route. They suggested the extension of Stephens Street and advised that all of the financial interests in Roseburg are in favor of this change, including the owner of the Umpqua Hotel which will be by-passed. The Commission inquired as to the status of the right of way for this project and was informed that the right of way has not yet been obtained but they would see what could be done about the matter. At the request of the Commission, the delegation consented to circulate a petition to ascertain the attitude of the people in regard to this proposed change.

Mayor Clark then asked the Commission to repair their city streets over which state highways are routed. He said that these streets are breaking up badly in places and the city will appreciate anything the Commission will do to repair them. They were informed by the Engineer that under the new law the Commission is required to maintain streets forming highway routes through cities and towns and in accordance with that law the Commission will do a certain amount of repair work in the city of Roseburg this year.

Mr. L. G. Apperson, City Engineer, Portland, appeared before the Commission and exhibited an artist's sketch showing the proposed reconstruction of the west approach to the Ross Island Bridge and illustrating the proposed cloverleaf arrangement of streets at this point for the separation of traffic going in opposite directions. He also discussed with the Commission the matter of survey and construction of what is known as the Foothills Boulevard, a diagonal highway extending from a point near the intersection of Water Street and Sheridan Street, Portland, northwesterly along the foot of the hills overlooking Portland's west side business district to either Twentieth or Twenty-first Street; thence in a northerly direction to a connection with North Front Street and Yeon Avenue, which lead directly into the Lower Columbia River Highway. He said that it is not proposed to undertake this entire improvement at this time, but they hope to be able to build up to Nineteenth Street with a connection with Eighteenth Street so as to route northbound traffic along Eighteenth Street and south-bound traffic along Nineteenth Street, making these one-way streets. He exhibited a map showing the proposed layout and stated that the city has conducted surveys and assembled engineering data for a 120-foot boulevard as far as Fourteenth Street, but they have no money to extend the investigation beyond that point for which reason they would like for the Commission to accept the plans for the completed portion and to authorize the State Highway Engineer to finish the surveys at state expense, otherwise the project would have to be deferred. He gave as his thought that the Commission was justified in paying the cost of this engineering work in view of the fact that the improvement would eventually become a main cross-town route for state highway travel and would





be a connecting link between several state highways radiating from Portland.

The State Highway Engineer gave as his thought that this is a worthy project from the state's standpoint. He recommended an appropriation of $5,000 of state funds to conduct the surveys as recommended by Mr. Apperson. The attorney advised that the Commission has legal authority to spend state funds for this purpose, in view of which, after considerable discussion, the Commission approved the Engineer's recommendation by unanimous vote. The Commission deferred for the time being the acceptance of the plans prepared by the City Engineer, it being deemed inadvisable to do this until plans for the entire project have been completed and given the proper amount of study.

Mr. Apperson also brought to the Commission's attention several changes in the original plans for the proposed Front Street Highway, particularly a new arrangement which he has worked out for the separation of traffic at the Hawthorne Bridge and a realignment between Salmon Street and Morrison Street where he proposes to divert traffic from Water Street to Front Street in order to avoid the waterfront congestion along this section. The Commission referred the matter to the Engineer for study.

Inquiry was made of Mr. Apperson as to when the city of Portland expects to remove two buildings from the right of way of East Eighty-Second Avenue between Clinton Street and Foster Road which has just been improved by the State as a National Recovery Municipal project. It was explained to him that the Bureau of Public Roads will not reimburse the State for funds advanced for this improvement until the buildings have been removed from the right of way as the City promised when the project was first undertaken, and that the State is badly in need of this money in order to meet its obligations and to match Federal Aid allotments. Mr. Apperson advised that the City is short of funds at the present time but he would try to work the matter out within the next month. The Commission instructed the Engineer to notify the city officials by letter to remove the buildings from the highway at once and explain the necessity for immediate action.

A delegation, representing the Portland Chamber of Commerce and the committee appointed by Mayor Carson to publicize the State of Oregon at the California Pacific International Exposition at San Diego, came before the Commission and urged the Commission to render financial assistance to carry on the work of this committee. The delegation consisted of Messrs. Walter W. May, Manager of the Portland Chamber of Commerce; C. T. Haas, Chairman of the Mayor's Committee; George Baker, Manager of the Oregon Manufacturers Association; E. N. Winebaum, Peter Welch and Dan C. Freeman. Mr. May headed the group but asked Mr. Haas to explain their proposition. Mr. Haas stated that their idea is to secure space in one of the exposition buildings and to disperse full information concerning Oregon, Oregon products, scenery, etc., including maps, illustrated folders and information concerning Oregon highways; also, that they have it in mind to secure the services of Frank Branch Riley to give daily lectures on Oregon, all of which they estimate will cost between $10,000 and $15,000 which they will have to raise by private subscription, if possible, but they believe the State of Oregon should contribute about $5,000 of the total inasmuch as it is a state-wide

proposition and will benefit the whole state; also, that they are asking the State Highway Department to put up the money for the State because there appears to be no other state agency in a position to expend state money for such purposes.

Chairman Cabell informed the delegation that the Highway Commission discussed this matter the previous evening but made no definite decision in regard thereto pending further investigation and that is about as far as the Commission can go at this time; however, as soon as the investigation is complete a decision will be made and notification thereof will be communicated to the Chamber of Commerce.

Honorable John E. Cooter came before the Commission in regard to the improvement of the Pioneer Mountain-Toledo Section of the Corvallis-Newport Highway. He stated that the proposed relocation of this highway crosses his property near Toledo and that he gave right of way for the improvement several years ago without charge, but previous Commissions have not seen fit to construct the project which is causing him considerable inconvenience and expense, it being impossible for him to develop his property under present circumstances. He asked the Commission to have something done about the matter, either build the new road or repair the old one, he cared not which, so long as something definite is done soon so he can proceed with contemplated improvements to his property. Chairman Cabell advised Mr. Cooter that the Commission is not in a position now to make any definite commitments of funds, but this project will be given serious consideration as soon as the Commission determines upon its 1935 construction program and he will be notified just as quickly as possible what to expect.

Mr. C. H. Taylor, Route 4, Salem, came before the Commission and presented a petition signed by 99 taxpayers and residents of Marion County residing between Salem and Jefferson protesting the construction of a new highway to replace the present Pacific Highway between these points. He stated that, in their estimation, the present highway can be made safe and adequate for all traffic with a small expenditure of funds, whereas a new highway on some other route will be much more expensive and will not be much shorter than the present road between Salem and Jefferson, but will contain many unsightly cuts and fills, and will necessitate the abandonment of a considerable amount of good pavement. It was his thought that at a cost of only a fraction of the cost of a new highway, the present road could be reconstructed to accommodate present-day traffic and permit a speed of travel consistent with safety. The Engineer advised that present-day standards require reconstruction with the least possible amount of curvature; further, that investigations have been made of the present Pacific Highway through the Sunnyside District and it has been found that to reconstruct this highway with 4-degree curvature would cost more than to build an entirely new highway with 2-degree maximum curvature on a different location. He advised that it is not the intention of the Commission to abandon the present highway entirely, but it would be maintained either by the county or the state, which would make available to the traveling public two highway routes instead of one between Salem and Jefferson. Chairman Cabell advised Mr. Taylor that the Commission is considering this project now because the public demands modern roads constructed on modern lines and that they be built for permanency. Mr. Taylor





concluded his presentation by urging the Commission to do something, either build a new road or improve the present one.

Mr. T. L. Charman, Oregon City, was present regarding the selection of a route for the East Portland-Oregon City Highway through Oregon City. He intimated that he favored the Water Street route and stated that he had some ideas which he wished to convey to the Engineer on the subject including suggestions in regard to the improvement of the Oregon City waterfront. The Commission referred Mr. Charman to H. G. Smith, Construction Engineer.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in the auditorium of the Public Service Building with all members, the State Highway Engineer, the Attorney and the Secretary present.

Mrs. Wanda I. Bergland, Newberg, came before the Commission and requested reimbursement for loss of business resulting from the closing of the West Side Pacific Highway between Newberg and Dundee necessitated by highway construction work south of Newberg including a new bridge over Chehalem Creek between Newberg and her place of business. She said that the closing of the highway has diverted all traffic so that none now passes her place of business and now she finds herself in the predicament of not being able to meet her obligations to the Bank of Newberg which holds a mortgage on her place and the bank has threatened to foreclose on the mortgage. She thought that, inasmuch as the Highway Commission is responsible for the closing of the highway, the State should help her out of this difficulty and pay her at least enough money to take care of her obligation to the bank. She was advised that the Commission is without legal authority to spend state money for purposes of this kind and while the Commission sympathizes with her and regrets the circumstances, it must deny her request.

At 2:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, the Commission having previously approved these awards by unanimous vote:

"Klamath Falls-Midland Section of the Klamath Falls-Weed Highway in Klamath County, 4.91 miles grading and surfacing. The low bid for this work is that submitted by Harold Blake, Portland, at $88,461.50. The next low bid is that submitted by Joplin & Eldon, Portland, at $92,108.00. There are twelve higher bidders. The Commission has awarded this contract to the low bidder, Harold Blake, at his bid price of $88,461.50.

"La Grande Undercrossing Section of the Wallowa Lake Highway in Union County. Construction of an undercrossing of the O.W.R.R. & N. Co. railway in La Grande. The low bid is that submitted by Hoffman Construction Company, Portland, at $89,901.00. The next low bid is that of the Mountain States Construction Company, Eugene, at $93,696.50. There are six higher bidders. The Commission holds the award of this contract pending an order from the Public Utilities Commissioner authorizing the grade separation and the settlement of pending

right of way matters and the signing of an agreement with the City of La Grande providing for the maintenance of the project after construction is completed. The Commission refers all bids for this project to the Engineer with power to act."

A delegation from Clackamas County consisting of County Commissioner A. H. Borland, Oregon City; J. R. Dillow, L. L. Porter and Clydes Hughes, West Linn; and Mr. Albers, Oswego, came before the Commission and requested the straightening and widening of the Pacific Highway between Oswego and West Linn, particularly the elimination of the curves in the vicinity of the school house at Bolton. They presented a petition signed by 176 residents and taxpayers of the State of Oregon residing in Portland, Oswego, Oregon City and adjacent territory, requesting this improvement. Mr. Porter pointed out that the largest tax-paying interests of the State of Oregon have endorsed this project and have signed the petition. Chairman Cabell explained that the Highway Commission does not yet know the rules and regulations which are to govern the expenditure of the federal relief moneys, hence is not in position at the present time to make any commitments or to arrange a construction program for such moneys; however, the Commission will be pleased to consider this project along with others in the formulation of such construction program.

Mr. Merle Chessman, Astoria, came before the Commission and discussed briefly the Neahkahnie Mountain-Cannon Beach road. He urged the Commission to allocate some of the new federal moneys to complete the construction of this highway so that it can be made available as quickly as possible for the use of the traveling public. He particularly urged the construction of the Arch Cape Tunnel, and gave as his thought that if the tunnel were constructed, traffic would be able to use the road with very little additional work. The Engineer pointed out that, while the mileage yet to be constructed is not very great, some very expensive construction is involved which is estimated to cost nearly $1,000,000, a sum far in excess of any amount that the Commission could possibly allocate to this project.

After further discussion the Engineer suggested that the Commission hold a conference with the County Courts of Clatsop and Tillamook Counties to iron out the apparent differences in regard to the agreement heretofore entered into concerning the construction of this road, and to determine upon a policy to be followed hereafter in regard to future commitments therefor. The suggestion was approved by all present and the Engineer was instructed by the Commission to arrange for such conference.

Mr. - - McRae, Portland, appeared before the Commission in behalf of Mrs. Agnes E. Hines, Forest Grove, who is desirous of entering into an arrangement with the Commission for advertising and publicizing the State of Oregon through the medium of her motion pictures of Oregon scenes, industries and other attractions which she exhibits in the form of travelogs. Mr. McRae outlined briefly the plan and proposition proposed by Mrs. Hines, which includes the showing of her pictures in theaters, schools, churches and other public institutions through the United States, in an endeavor to attract a maximum amount of tourist travel to Oregon. Chairman Cabell informed Mr. McRae that the Commission has in mind to spend a certain amount of money each year for tourist promotion, but it is not within the Commission's power to spend this money for any specific type of advertising, and, while the Commission





realizes that much can be accomplished through the showing of pictures and travelogs, the Commission also recognizes that there are other means of advertising the state and believes that it is not justified in spending the entire appropriation for any one thing. He asked Mr. McRae to submit a proposition in writing based on the showing of Mrs. Hines' pictures in the State of California alone, and to state in such proposition just what would be included in the setup, when and where the pictures would be exhibited, and the approximate cost involved; in other words, full information in regard to campaigning and advertising in the State of California. Mr. McRae consented to do this and volunteered to submit an additional proposition to carry on such form of advertising in all states west of the Mississippi River.

Mr. Ray Conway, Manager of the Oregon State Motor Association, and Mr. Harold Say, of the Portland Chamber of Commerce, appeared before the Commission and discussed the matter of snow removal from the Mt. Hood Highway. They stated that they receive many inquiries as to when this road is to be opened to public travel, and would like to be able to supply such information and to answer the numerous complaints that the snow is not removed early enough in the spring. They pointed out that many tourists visit this state during the early part of the year, most of whom are particularly desirous of viewing Mt. Hood from the highway, but are required to go away disappointed because the Mt. Hood Highway is not open to travel. They gave as their thought that Oregon would receive a lot of fine publicity if this highway were made available for these tourists as early as possible each spring, and suggested that the Commission adopt a policy to open this road each year at such time as that can be done for the expenditure of not more than $3,000. The Engineer advised that snow conditions on the Mt. Hood Highway have been observed very closely for sometime with a view of commencing snow removal operations as soon as conditions were satisfactory; also, that conditions are now favorable and he plans to start snow removal operations the first of the coming week provided the Commission approves. He gave as his thought that it would take about a week to remove the snow and another week for the road to dry out sufficiently to permit general public travel without damage to the road. After some discussion the Commission by unanimous vote authorized the Engineer to start snow removal operations o n this road at once; however, deemed it inadvisable to adopt a policy in regard thereto as suggested by Mr. Conway.

At 3:00 o'clock p. m. the Commission adjourned to the office of Mr. C. C. Hockley, Acting State Director of the Public Works Administration, in the Failing Building, for an informal discussion pertaining to labor and wage rates to be adopted this year in connection with highway and other projects which are to be financed wholly or in part with federal relief moneys.

At 4:00 o'clock p. m. the Commission reconvened in the Auditorium of the Public Service Building, with all members, the State Highway Engineer, the Attorney and the Secretary present, to dispose of additional routine matters.

A letter was presented from Smith Wood Products Company, Inc., Coquille, requesting a letter from the Engineer endorsing the use of Port Orford Cedar in highway construction work, for use in advertising their products

throughout the country. The Engineer stated that he is in perfect sympathy with the use of Oregon products; however, in his estimation, the State Highway Commission should not lend its name to any type of advertising or to any particular firm for business-promotion purposes. He recommended that the Commission adopt a general policy denying requests of this nature. The Commission approved the Engineer's recommendation by unanimous vote and instructed the Secretary to inform the Smith Wood Products Company accordingly.

A letter was presented from the Modern Method Advertising Company, Yreka, California, requesting information regarding outdoor advertising in the State of Oregon and stating their intention to erect bulletin boards, 12 feet high by 17 feet long, adjacent to the highways of this state. The Secretary was instructed by the Commission to advise the company that the Oregon State Highway Commission looks with disfavor upon outdoor advertising along highway routes and requests their reconsideration of their plans to the end that the scenery adjacent to the Oregon highways may be retained in its present state unobstructed to public view by bulletin boards.

A letter was presented from Mr. Omar C. Spencer, Attorney of Portland, transmitting a petition from 16 persons who are directly interested in the handling of livestock across Swift Secondary Highway at North Portland, between the stockyards and the cattle dock on Oregon Slough, in which the Commission is requested to make provision for the safe passage of livestock across the highway at this point, either by means of a cattle pass or by an arrangement of gates in order that danger to automobile traffic along the highway and the corresponding danger to livestock may be eliminated. After considerable discussion of this matter the Commission voted unanimously to deny the request for a cattle pass. However, the Commission signified its willingness to grant the livestock men the privilege of installing a system of gates across the highway subject to the condition that they will assume full responsibility for the construction, maintenance and operation of the gates; will maintain flagmen and appropriate signs on the highway at points 300 feet on each side of the gates when the gates are closed and cattle are being driven across the highway; and that they will furnish to the State public liability insurance for the protection of the State Highway Commission and its individual members. This action of the Commission was taken as a temporary proposition with the thought in mind that the Commission might assume responsibility later in the event the operation of the gates does not prove to be too costly. The Secretary was instructed to convey this information to Mr. Spencer.

A resolution was presented from the Dump Truck Association, Portland, requesting modification of the present rules with regard to the employment of dump truck equipment on federal road projects so as to permit at least one competent man, known to the owners of the truck to be familiar with the operations of the same, to be assigned to work and be permitted to attend that equipment on any project in the State of Oregon. The Commission took no action on this matter inasmuch as it is without its jurisdiction.

There was presented to the Commission a petition signed by 113 citizens and taxpayers of Oregon City opposing the adoption of Water Street as the route of the East Portland-Oregon City Highway through Oregon City. There was





also brought to the attention of the Commission, letters from the Clackamas County Planning Board and St. Paul's Episcopal Church, Oregon City, favoring the adoption of the Water Street route. The Commission ordered these communications filed in the Department records for future consideration.

The Commission had under consideration a petition signed by 18 citizens of Mist, Oregon, requesting the oiling of the Nehalem Secondary Highway through their town in order to allay the dust caused by heavy traffic. The Engineer stated that this is in line with the Commission's general policy and he recommended that the oiling work be done when one of the state oiling crews is in that vicinity. The Commission approved the Engineer's recommendation by unanimous vote and instructed the Secretary to so inform the petitioners.

The Commission also had under consideration the petition signed by 11 residents of Powers requesting the oiling of the Powers Secondary Highway between the Coos Bay Lumber Company's tracks and Mill Creek Bridge in Powers. The Engineer stated that he had this request investigated and an estimate of cost prepared which reveals that the work could be done for about $300.00. He recommended that the work be authorized. The Commission approved his recommendation by unanimous vote and instructed the Secretary to so inform the petitioners.

A letter was presented from Clackamas County Planning Board urging the Commission to construct, this year, a new bridge over the Molalla River on the Pacific Highway just south of Canby in Clackamas County. The Commissioners expressed themselves as being favorable to this project but no definite commitment of funds for such work was made at this time.

The Commission had under advisement a joint letter from the County Court of Clackamas County and the City of Oregon City directing attention to a bridge over Abernethy Creek, located between Oregon City and Parkplace on the Cascade Secondary State Highway at the north city limits of Oregon City, and requesting an allocation of federal funds for the reconstruction of this bridge which, they state, is badly in need of replacement. The Commission ordered the communication filed for future consideration.

The Commission had under consideration a resolution from the Legislative Committee of Summer Lake Grange No. 754, Lake County, requesting the surfacing of the Paisley-Picture Rock Pass Section of the Fremont Highway in Lake County. The Engineer advised that the Commission has tentatively approved for this year's construction two other sections of this highway which is about all that can be done this year with available funds. He recommended that the Commission adhere to its previously arranged program which the people of Lakeview have already approved. The Commission, by unanimous vote, adopted the Engineer's recommendation without definitely committing funds to any particular project.

A letter was presented from the East Side Commercial Club, Portland, requesting the early construction of pavement on Vancouver Avenue between Columbia Boulevard and the Union Avenue approach to the Interstate Bridge. The Engineer advised that this project is included in his tentative program

for this year's construction if the federal rules and regulations will permit. The Commission ordered the communication filed in the records.

There was also presented a letter from the North Tillamook County Chamber of Commerce requesting the early completion of the Neahkahnie Mountain Highway (Oregon Coast Highway) between Cannon Beach and Neahkahnie, in Clatsop and Tillamook Counties. The Commission ordered the communication filed for future reference.

The Commission had under consideration a petition signed by 52 taxpayers of Clackamas County recommending Hereford Street, Gladstone, as the route of the proposed connecting highway between the East Portland-Oregon City Highway and what is known as the East Eighty-Second Street Road. The Engineer advised that, before a definite route for this proposed highway connection can be determined upon, it will be necessary to make a careful investigation of each of the several routes under consideration. He requested authority to make such investigations and surveys as may be required. The Commission granted his request by unanimous vote.

The Commission also had under consideration a resolution from the Wasco County Pomona Grange endorsing the resolution adopted by Kent Grange No. 688, Wasco County, requesting the reconstruction of the Buck Hollow Hill Section of the Tygh Valley-Sherars Secondary Highway to eliminate the dangerous condition which they allege exists at the present time on this section. The Commission deferred action on this resolution pending the arrangement of its 1935 construction program.

The Commission had under consideration, and signed petitions and agreements as follows:

Petition of the State Highway Commission directed to the Municipal Judge and City Council of the City of Corvallis, Benton County, Oregon, for the vacation of a portion of the alley in Block A of Avery's Addition to Corvallis, being all of that portion of said alley between the north line of B Street and the north line of Lots 3 and 10 of said Block A.

Agreement with contractor A. T. Dolan providing for an appropriation by Mr. Dolan of certain state-owned, stock-piled materials along the McMinnville-Tillamook Highway in exchange for which Mr. Dolan agrees to furnish the State certain additional materials in connection with his contract with the Commission for the surfacing of the Pittsburg-Vernonia Section of Nehalem Secondary State Highway in Columbia County, contract No. 1693.

Agreement with the City of Portland providing for the maintenance by the City of the landscaping project on the East Portland-Oregon City Highway from the intersection of southeast Seventeenth Avenue and Schiller Streets to the south city limits of Portland, which project was completed by the State Highway Commission as a Federal Aid Project, being known as Project No. NRM 168-D, 1935.

Agreement with Coos County covering the improvement of the one mile of county road extending easterly from the Oregon Coast Highway to the town





of Lakeside in northern Coos County.

Agreement with the Southern Pacific Company and the Central Pacific Railroad Company covering the construction of the overhead crossing of the Southern Pacific Company tracks on the Klamath Falls-Midland Section of the Klamath Falls-Weed Highway in Klamath County.

Agreement with contractors Saxton and Looney providing for a change of quarry sites in connection with their contract with the Commission for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County.

Agreement with the City of La Grande and Lowell Williamson & Claude L. Berry covering certain matters in connection with the La Grande Undercrossing project on the Wallowa Lake Highway in the City of La Grande, which said agreement sets forth certain things to be done by each party to the agreement.

The Engineer requested authority to acquire certain parcels of real property needed for various state highway improvements throughout the state. He presented a list of the properties required which was carefully considered and approved by the Commission. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amount | Agent |
|---|---|---|---|---|
| <u>Port Orford-Sixes, Oregon Coast Highway</u> | | | | |
| Sweet, W. J. | R/W | 0.05 | @ $100.00 per acre | Parker |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amount | Agent |
|---|---|---|---|---|
| **The Dalles Section, Columbia River Highway** | | | | |
| Falkenhagen, Mabel H. | Maintenance Site | 3.56 | $800.00 Lump Sum | Benson |
| **Buell-Salt Creek Section, Dallas Coast Secondary Highway** | | | | |
| Sohrweid, Arthur | R/W | 2.2 | $250.00 Lump Sum | McCallister |
| **Sixes-Elk River, Oregon Coast Highway** | | | | |
| McKenzie, David | R/W | 0.29 | $100.00 per Acre plus $5.00 | Parker |
| McKenzie, Donald R. | R/W | 0.09 | $100.00 per Acre | Parker |
| Sheridan, W. H. | Stock Pile | 1.04 | $250.00 Lump Sum | Parker |
| **Empire-Charleston, Cape Arago Secondary Highway** | | | | |
| Coos Bay Pulp Corp. | R/W | 0.11 | Gratis | Parker |
| **Klamath-Merrill, The Dalles-California Highway** | | | | |
| Giacomini, Mamie E. | Stock Pile | 0.66 | $125.00 Lump Sum 3-year lease | McCallister |
| **Siskiyou Mt. South, Pacific Highway** | | | | |
| Norris, Wm. B. | Stock Pile | 0.69 | $30.00 for land plus $5.00 | DeSouza |
| **Warrendale-Bonneville-Columbia River Hwy.** | | | | |
| Enquist, Eric | Park | 8 Ac. | $2000.00 Lump Sum | Gardiner |
| Crown Willamette Co. | Park | 107 Ac. | $7500.00 " " | " |
| **Middleton-Newberg Section, West side Pacific Highway** | | | | |
| Rupprecht, Frances J. | R/W | 0.88 | $100.00 per Acre | |
| | | 1.66 | $300.00 per Acre plus $3214.00 | DeSouza |
| **Redmond-Bend Section, The Dalles-California Highway** | | | | |
| Jarrett, Sarah L. | Cinder Pit | 4.59 | $100.00 Lump Sum | McCallister |
| Jarrett, Sarah L. & Maybelle Royal | Road Easement | 0.56 | $5.00 " " | " |
| Huntsberry, Mollie | " " | 0.71 | $5.00 " " | " |
| Lynch, M. A. | " " | 1.12 | Gratis " " | " |
| Deschutes County | Cinder Pit and Hauling Road | 41.47 | Gratis | " |
| Newell, Roy | Road Easement | 0.66 | $200.00 Lump Sum | " |
| Brown, Stanley S. | Gravel Pit | 4.32 | $800.00 " " | " |
| Central Oregon Irrig. Dist. | R/W Easement | 1.56 | Gratis | " |
| World War Veterans' | R/W | 2.4 | $100.00 per Acre plus $110.00 | " |
| Boyles, A. M. | R/W | 1392 Sq. Ft. | $50.00 Lump Sum | " |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Umatilla-Hermiston, Old Oregon Trail Highway** | | | | |
| Northern Pacific Ry. Co. | R/W | 12.63 | $50.00 Lump Sum | DeSouza |
| **La Grande Undercrossing, Wallowa Lake Highway** | | | | |
| La Grande Invest. Co. (Mrs. J. B. Stoddard) | R/W | 3495 Sq.Ft. | $100.00 Lump Sum | Devers |
| **Spanish Hollow, Columbia River Highway** | | | | |
| United States Trust Co. | R/W | 0.34 | $5.00 Lump Sum | Gardiner |
| **Modoc Point-Beaver Marsh, The Dalles-California Hwy.** | | | | |
| Klamath Indian Agency | 4 Stock Pile Sites | 3.514 | $100.00 Lump Sum | McCallister |
| **Sherman County, Columbia River Highway** | | | | |
| Fulton, Lulu B. | Stock Pile | 1 Acre | $50.00 " " 5 year lease | Gardiner |
| **Elsie-Tillamook County Line, Wolf Creek Hwy** | | | | |
| Inman-Poulsen Logging Co. | R/W | 33.8 Acres | Gratis | Gardiner |

The Commission had under consideration the request from contractors Shattuck and Neland for an additional extension of time of 10 days, from March 31, 1935, to April 10, 1935, within which to complete their contract No.1647 covering construction of the Milwaukie Undercrossing on the East Portland-Oregon City Highway in Clackamas County. They gave as their reason for the delay that they were held up by failure of the Southern Pacific Company to complete certain things which that company was required to do under the provisions of the contract. The Engineer advised that the contractors' completion date for this structure was controlled by the progress of the railroad company in placing their girders and the delay was occasioned by circumstances entirely beyond the control of the contractor. He recommended the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the constuction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1664 with J. A. Lyons, for grading Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County; completed May 31, 1935;

Contract No. 1676 with F. C. Dillard, for grading and surfacing Church Section of the Cape Blanco Secondary Highway in Curry County; completed May 13, 1935;

Contract No. 1684 with Averill & Philpott, for the construction of Wallace Bridge over the Yamhill River in Polk County; completed May 31, 1935;

Contract No. 1685 with Newport Construction Company, for grading, surfacing and oiling Holdman-Meiner's Ranch Section of the Pendleton-Cold Springs Highway in Umatilla County; completed May 18, 1935;

Contract No. 1687 with Edlefsen-Weygandt Company, for resurfacing Trehorn-Buxton Section of the Nehalem Secondary Highway in Columbia and Washington Counties; completed May 29, 1935;

Contract No. 1689 with R. H. Jones, for the construction of the Tualatin River and Dairy Creek Overflow Bridges on the Tualatin Valley Highway and the Nehalem Secondary State Highway in Washington County; completed May 30, 1935;

Contract No. 1692 with Jacobsen-Jensen Company, for resurfacing pavement on the Evelyn Avenue-"L" Street Unit, Grants Pass Section of the Pacific Highway in Josephine County; completed May 20, 1935;

Contract No. 1714 with Northwest Roads Company for surfacing and oiling the Elmira Section of the Territorial Secondary Highway in Lane County; completed May 24, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, The Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1664 with J. A. Lyons, for grading Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County;

Contract No. 1676 with F. C. Dillard, for grading and surfacing Church Section of the Cape Blanco Secondary Highway in Curry County;

Contract No. 1684 with Averill & Philpott, for the construction of Wallace Bridge over the Yamhill River in Polk County;

Contract No. 1685 with Newport Construction Company, for grading, surfacing and oiling Holdman-Meiner's Ranch Section of the Pendleton-Cold Springs Highway in Umatilla County;

Contract No. 1687 with Edlefsen-Weygandt Company, for resurfacing Trehorn-Buxton Section of the Nehalem Secondary Highway in Columbia and Washington Counties;

Contract No. 1689 with R. H. Jones, for the construction of the Tualatin River and Dairy Creek Overflow Bridges on the Tualatin Valley Highway and the Nehalem Secondary State Highway in Washington County.





Contract No. 1692 with Jacobsen-Jensen Company, for resurfacing pavement on the Evelyn Avenue-"L" Street Unit, Grants Pass Section of the Pacific Highway in Josephine County;

Contract No. 1714 with Northwest Roads Company, for surfacing and oiling Elmira Section of the Territorial Secondary Highway in Lane County.

NOW, THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

There being no further business to come before the Commission at this time the meeting was adjourned at 5:00 o'clock p. m. subject to call of Chairman Cabell, no definite date being set for the next meeting.

Henry F. Cabell
Chairman

State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

Carl G. Washburne
Commissioner

Salem, Oregon, June 25, 1935

The State Highway Commission met at 10:00 o'clock a. m. in Room 325, State Office Building, Salem, Oregon, at which meeting there were present:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Commission had under consideration the matter of arranging a program for the fiscal year 1936 regular Federal Aid Funds amounting to $2,044,633. The Engineer advised that the Bureau of Public Roads has requested at least a partial program for such funds so as to expedite as much as possible the contracting of the work. He submitted a list of desirable projects from which the Commission selected the following for its first partial program, representing about 60% of the funds available, and by unanimous vote authorized the Engineer to prepare these projects for early construction:

OREGON STATE HIGHWAY COMMISSION

FIRST PARTIAL PROGRAM FOR
1936 REGULAR FEDERAL AID PROJECTS
June 25, 1935

| State Div. No. | F. A. Proj. No. | Name of Highway | County | Name of Section | Termini | Miles (Net) | Kind of Work | Total Estimated Cost | Cost to be Paid from F. A. Funds |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 163-C | Wapinitia | Wasco | Clear Lake-Clear Creek | 5.97 Mi. E. of Jct. with Mt. Hood Hwy. to Clear Creek | 5.93 | Regrad., Surf. & Bit. Macadam | $150,000 | $ 91,500 |
| 1 | 196-A,C | Santiam | Linn | Santiam Highway Bridges and culverts | Bridge over Soda Fork & Culvert on Sheep Creek Section | ----- | Bridge & Culvert | 25,000 | 15,200 |
| 1 | 168-A, B,C | East Portland-Oregon City | Clackamas | Milwaukie-Oregon City | Island Station to Abernethy Creek | 5.52 | Paving | 188,000 | 114,600 |
| 1 | 53-A | Pacific | Clackamas | Molalla River Bridge at Canby | .7 Mi. S. of South Limits of Canby | ---- | Bridge | 65,000 | 39,600 |
| 2 | 140-D | Oregon Coast | Douglas | Smith River Channel Bridge | At Gardiner | ---- | Bridge | 125,000 | 76,200 |
| 3 | 123-G,H | The Dalles-California | Deschutes | Redmond-Bend | Redmond South 2.1 Mi. and Bend North 0.5 Mi. | 2.62 | Grading | 46,000 | 28,000 |
| 3 | 123-B,C, D,G,H | The Dalles-California | Deschutes | Redmond-Bend | 12 Bridges on the Redmond-Bend Section | ----- | Bridges | 24,000 | 14,600 |
| 3 | 136-C | Fremont | Lake | Horse Ranch-Silver Lake | 2.9 Mi. S. of Horse Ranch to E. Limits of Silver Lake | 16.3 | Surf. & Road Mix | 106,500 | 64,900 |
| 3 | 175-A | Ochoco | Crook | Prineville-Ochoco Dam | E. Limits of Prineville to Ochoco Dam | 5.50 | Widen, Surf. & Oil | 75,000 | 45,700 |
| 4 | 187-D | Central Oregon | Malheur | Chimney Creek-Juntura | 5½ Mi. W. of Juntura to Juntura | 5.16 | Grading | 80,000 | 48,800 |
| 4 | 40-D | Wallowa Lake | Wallowa | Rock Creek-Wallowa | Rock Creek to West Limits of Wallowa | 4.28 | Regrad., Surf., Oil & 2 bridges | 95,000 | 57,900 |
| 4 | 6-A | John Day | Wheeler | Burton Canyon-Spray | 1 Mi. W. of Burton Canyon to West Limits of Spray | 4.49 | Regrad., Surf. & Oil | 110,000 | 67,100 |
| 4 | 118-A 62-A | Old Oregon Trail | Umatilla | Emigrant Hill-Emigrant Springs | 1 Mi. W. of Deadmans Pass to Emigrant Springs | 6.95 | Regrad., Surf. & Bit. Macadam | 160,000 | 97,600 |
| | | | | | | | | $1,249,500 | $761,700 |

The Commission also considered but deferred a decision in regard to the programming of the balance of the funds available.

The Engineer discussed with the Commission advance information concerning the expenditure of the 1935 Federal Relief Funds and particularly the plan proposed by State Highway Commissioner H. G. Shirley of Virginia for the modification of the requirement that restricts expenditure of the government money to $1400 per man per year for labor and materials. It was the consensus of opinion that the Shirley plan would not work out satisfactorily in the State of Oregon but no definite action was taken thereon.

In this connection the Engineer advised that a special meeting of the Western Association of State Highway Officials has been called for Tuesday, July 16, in San Francisco, for the express purpose of discussing the rules and regulations which are to govern the expenditure of the Federal Relief moneys. He gave as his thought that on account of the importance of the meeting, the Commission should be represented there and he so recommended. The Commission concurred and it was decided that all members and the Engineer should attend this meeting if possible.

The Commission at this time conferred with Mr. Wilbur H. Simonson, Senior Landscaping Architect for the Bureau of Public Roads, Washington, D. C., regarding the landscaping of highway rights of way and particularly matters pertaining to the location of the proposed new highway up the Columbia River Gorge from Troutdale to Cascade Locks in Multnomah County. Accompanying Mr. Simonson were W. H. Lynch, District Engineer, T. M. Davis, Senior Highway Engineer and L. J. Caufield, Associate Highway Engineer, representing District No. 1, Bureau of Public Roads, Portland.

The State Highway Engineer outlined in a general way the plans of the Commission for the proposed new highway up the Columbia River and exhibited drawings and artist's sketches of several important special features relating thereto. Mr. Simonson expressed his desire to make a personal inspection of the Columbia River project before making any definite commitments, whereupon such inspection was arranged for and it was agreed that an Engineer from the Bureau of Public Roads and an Engineer from the State Highway Department should accompany Mr. Simonson and explain to him, from a technical standpoint, the reasons for the adoption of the proposed location. It was also agreed that following this inspection trip arrangements should be made for Mr. Simonson to again view this project in company with representatives of the Columbia Gorge Planning Committee so as to give him an opportunity to ascertain their ideas as to the proper location from an aesthetic standpoint. The State Highway Engineer delegated Construction Engineer H. G. Smith to accompany Mr. Simonson on this inspection trip.

There followed a discussion of landscaping projects in general. Mr. Simonson stated that the present federal regulations which require that a certain amount of money be expended for landscaping projects are for demonstration purposes only to determine whether or not the landscaping program should be included in future highway planning and it was not intended that the federal money should be spent for flower plantings. He discouraged formal plantings of flowers and shrubbery on account of their artificial appearance and





the cost to maintain them and suggested that in lieu thereof the money be spent for brush trimming, clearing roadsides, the planting of native trees here and there in groups, and other types of landscaping such as artistic masonry work at bridge ends. He gave as his thought that it should be one of the duties of the Engineer who designs a highway to consider these features along with others and that it should be impressed upon the Engineer that his work is not completed until the landscaping part of the job has been accounted for. Mr. Simonson advocated the formulation of plans for landscaping, involving simplicity of design and construction, and discouraged the planting of flowers in such a setup.

Following this conference the Commission discussed with W. H. Lynch, District Engineer, Bureau of Public Roads, the allocation of the fiscal year 1936 Federal Lands Funds for the construction of roads through public lands, amounting to $174,331. After due consideration it was mutually agreed to recommend to the Chief, Bureau of Public Roads, Washington, D. C., the following program for such funds:

1. Agency Section of the Warm Springs Secondary Highway in Jefferson County. Extends from the north end of F. L. H. Project 2-A, north 1.5 miles. 1.5 miles of grading and topping - - $37,331.

2. Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County. Extends from Juntura to a point six miles west of Juntura. 5.8 miles of grading and topping, of which 0.63 mile is on Public Land. Total estimated cost is $97,000 of which $17,000 is to come from F. L. H. Funds - - - - - - - - - - $17,000.

3. Nigger Flat Section of the Central Oregon Highway in Harney County. Extends from west end of F. L. H. Project 4-E, west 0.62 mile, grading and topping - - - - - - - - - - - - - - - $35,000.

4. West Unit, Jordan Creek Section of I. O. N. Highway. Extends from a point 0.25 mile west of Owyhee River crossing near Rome, east to a point 26 miles west of Jordan Valley. 11.26 miles of grading and topping, of which 9.55 miles are on Public Land. Total estimated cost is $115,000 of which $85,000 is to come from F. L. H. Funds - - - - - - - - - - - - - - - - - - - - - - - - - $85,000.

(The foregoing projects obligate the entire apportionment of $174,331 available to the State of Oregon under the Act of June 18, 1934.)

The Engineer discussed with the Commission matters pertaining to the financing of the Coast Highway Bridge construction. He pointed out that there is a favorable bond market at the present time, and gave as his thought that it might be advisable to change the method of financing these structures, substituting state money for the money that the Commission is borrowing from the Federal Government under the provisions of the PWA loan and grant agreement, on which the State is paying 4% interest. He read a letter from the Public Works Administration indicating that they would approve such modification of the agreement, and make the agreement a grant agreement only on

the condition that the State would repurchase from the Government the $2,000,000 bridge revenue bonds already delivered to the Government and for which the Government has paid the State, and relieve the Government from its obligation to purchase the other $2,200,000 bridge loan bonds included in the loan and grant agreement, but which have not been delivered to the Government. Under these conditions the State would be required to finance the bridges through the sale of general obligation bonds. After full discussion, the Commission decided to issue $3,000,000 general obligation bonds at the present time and later, as funds are needed, to issue the balance of $1,200,000 in short-term bonds; and the Attorney was instructed to prepare the necessary application for an amendment to the loan and grant agreement in harmony with this plan.

The Commission also discussed the matter of operating the Coast Highway bridges toll-free and decided, in view of the action taken by the 1935 Legislature on this matter, to make no charge for the use of these bridges. The Attorney was instructed to include in the application to the Public Works Administration a request for an amendment to the loan and grant agreement authorizing such free use of the bridges.

The following resolution relating to the bridge matters under discussion was offered by Commissioner Washburne who moved its adoption:

WHEREAS, pursuant to the provisions of Chapter 9, Oregon Laws,1933, Second Special Session, the Oregon State Highway Commission entered into an agreement with the United States of America by which the Federal Government made available funds as a loan and grant with which to construct five bridges on the Oregon Coast Highway; and

WHEREAS, the provisions of said Chapter 9 and the provisions of the said agreement require, subject to the amendment of said Chapter 9 and subject to the amendment of said agreement, that said bridges shall be operated as toll bridges and the earnings therefrom applied toward the cost of operating and maintaining the said bridges and toward the payment of said debt due the Federal Government; and

WHEREAS, by the enactment of Chapter 297, Oregon Laws, 1935, the Commission is authorized to operate the said bridges free of tolls and is authorized and empowered to pay the said debt due the Federal Government out of any highway revenue subject to the control of the Highway Commission; and

WHEREAS, in the judgment of the Commission the interests of the State at large will be best served through the operation of the said bridges free of tolls and the payment of said debt out of highway funds under the control of the Commission;

NOW, THEREFORE, the premises being in general as stated herein, IT HEREBY IS RESOLVED by the Commission, all members being present, as follows:





1. That J. M. Devers, as Attorney for the Commission, be and he hereby is instructed to apply to the United States of America for amendments to said loan and grant agreement, designated in the records of the Public Works Administration as Project No. 982, which said amendment shall provide in part for the following modifications and amendments to the said original agreement and amendatory agreement:

(a) That the Federal Government sell to the State of Oregon for cash $2,000,000 aggregate principal amount of the revenue bonds now held by the Administration and that the purchase price be an amount equal to the principal amount of such bonds, plus accrued interest to the date of delivery thereof;

(b) That the borrower, the Oregon State Highway Commission, be relieved of any obligation to sell or deliver to the United States of America the balance of said revenue bonds; namely, $2,200,000, which under said original agreement and amendatory agreement the United States Government agreed to purchase; that the borrower, the State of Oregon, be permitted to sell to any other purchaser the said bonds in the aggregate principal amount of $2,200,000, and use the funds derived therefrom for the construction of said bridges.

(c) That the borrower, at its option, be permitted to deposit in the Treasury of the State of Oregon the funds obtained by the sale of said $2,200,000, or any part thereof, to other purchasers than the Federal Government and use and disburse said funds in connection with the construction of said five coast bridges, said payments to be made in the same manner that other highway construction costs are paid by the State Highway Commission.

(d) That when said original agreement and amendatory agreement have been further amended, as provided herein, it shall provide that the United States of America shall make available as a grant to the State of Oregon the full amount of the grant provided for in said original and amendatory agreements.

(e) That the borrower, the Oregon State Highway Commission, be relieved of any obligation to maintain any and all of said bridges as toll bridges and that it be permitted to operate said bridges, and all of them, as free bridges.

2. That J. M. Devers, as Attorney for this Commission, be and he is hereby instructed and authorized to prepare, sign and file with the Public Works Administration an application for amendments as above indicated and take such other steps or do such other things as may be necessary or required to accomplish the objects and purposes herein specified.

3. That upon the completion of said bridges each and all of them shall be made available for public traffic free of tolls and that the cost of operating and maintaining the said bridges, and

each and all of them, be paid out of state highway funds in the same manner that other state highway construction, improvement, and operation costs are paid.

The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Cabell to have carried by the unanimous vote of the Commission.

The Commission had under consideration the matter of the sale of Three Million Dollars ($3,000,000) of state highway bonds for the purpose of procuring funds with which to defray in part the expense incident to the construction of five bridges on the Oregon Coast Highway, and after due consideration of said matter, Commissioner Aldrich offered the following resolution with respect thereto and moved its adoption, which motion was seconded and having received the unanimous vote of the Commission was declared carried:

WHEREAS, under the provisions of Sections 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930, as amended by Chapter 325, Oregon Laws, 1933, as amended by Chapter 412, Oregon Laws, 1935, the State Highway Commission is authorized to issue bonds of the State of Oregon in the amount of Seven Million Dollars ($7,000,000) and in addition thereto such an amount of bonds as may be permitted and authorized by, but not in conflict with, the provisions of the constitution of the State of Oregon, and sell the same for the purpose of procuring funds with which to carry out the provisions of the laws of Oregon with respect to highway construction, maintenance and improvement; and

WHEREAS, by the terms and provisions of said Chapter VIII, and amendments thereof, the State Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, there have been issued and sold under the provisions of said act bonds in the sum of Eleven Million Five Hundred Thousand Dollars ($11,500,000), and said Commission is empowered to issue under said act bonds in the sum of Seven Million Dollars ($7,000,000) and such additional amount of bonds as may be permitted and authorized by, but not in conflict with, the provisions of the constitution of the State of Oregon; and

WHEREAS, the Attorney General of the State of Oregon is required by said act, as modified by the joint resolution of the Congress of the United States of America fixing uniform value to the coins and currencies of the United States, under the direction of the State Highway Commission, to prepare a form of interest-bearing bond of the State of Oregon payable in any coin or currency which at the time of the payment is legal tender for public and private debts; and

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of said statute and the said joint resolution of the Congress of the United States of America, which said form of coupon bond has been, and hereby is, ratified and adopted; and





WHEREAS, said statute as amended, as above stated, authorizes the issuance of such bonds by the State Highway Commission for the purpose of carrying out the provisions of said act, and in particular as herein stated; and

WHEREAS, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part or all of such bonds to be issued payable to the purchaser thereof and subject to registration, with an appropriate endorsement for such purchase and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as said Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations as the Commission may adopt not inconsistent with said act; and

WHEREAS, the State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements, construction and maintenance designated by such statute, and in particular the construction of said five bridges on the Oregon Coast Highway, and in the judgment of the Commission the necessity of road construction and improvement and in particular the construction of five bridges requires the issue and sale of Three Million Dollars ($3,000,000), par value, of bonds authorized by the said statute;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, in session regularly assembled, with all Commissioners present:

(a) That of the bonds authorized under Sections44-801 to 44-810 inclusive, Oregon Code 1930, as amended by Chapter 325, Oregon Laws, 1933, as amended by Chapter 412, Oregon Laws, 1935, Three Million Dollars ($3,000,000), par value, thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, and in particular for the purpose of financing the construction of five bridges on the Oregon Coast Highway, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received

in the Benson Hotel, Portland, Oregon, at the hour of 2:00 o'clock P. M. on July 25, 1935, and that said bids shall be publicly opened by the Commission at the meeting to be held at said time and place;

(c) That notice of such sale shall be given by the Secretary of the Commission by publication thereof in the following publications: The Morning Oregonian, the Oregon Journal, and the Portland News Telegram, each published in Portland, Oregon, and The Bond Buyer, published in New York City;

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of Three Million Dollars ($3,000,000), par value, of the bonds of the State of Oregon bearing interest at a rate fixed by competitive bidding thereon, but in no event at a rate in excess of six per cent per annum, interest payable October first and April first of each year. Of the issue one-twentieth shall be payable each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of October and the other half on the first day of April, each of which bonds must bear on its face a statement showing the date of maturity thereof, the first installment to be due and payable on October 1, 1940. That said bonds shall be in denominations of One Thousand Dollars ($1,000) each, and known and designated as Series No. 3 and shall be numbered 11581 to 14580, inclusive;

(e) That each bidder be required to accompany his bid with a certified bank check for five per cent of the par value of the bonds for which the bid is submitted, and that the advertisement contain information as to such requirements;

(f) That said bonds be dated July 1, 1935, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from July 1, 1935, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(g) That the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds;

(h) That an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, showing and certifying the validity of such bond issue as a prerequisite to issuance thereof;

(i) That bids will be received for all or any part of said issue of Three Million Dollars ($3,000,000) par value, of said bonds, but no bid will be received for less than One Million Dollars ($1,000,000) par value, of said bonds, and the Commission reserves the right to reject any and/or all bids, all of which facts shall be set forth in said advertisement;

(j) Said bonds, if sold, shall be sold for cash to the bidder offering the price deemed the best in the opinion of the Oregon State





Highway Commission, considering the interest rate bid and the premium, or discount, if any, as the case may be, on the par value of the bonds bid for, together with accrued interest from July 1, 1935, to date of delivery;

(k) All bidders shall submit with their bids a typewritten schedule setting forth the amount of the semi-annual interest and the amount of the aggregate interest less the premium, or plus the discount, as the case may be, which will fall due upon the bonds bid for;

BE IT FURTHER RESOLVED, that said bonds, both as to principal and interest, shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon at New York City.

The Secretary offered for the consideration and approval of the Commission a form of notice and call for bids in connection with the issuance and sale of $3,000,000, par value, Oregon State Highway Bonds, bearing date of July 1, 1935, and after due consideration of the same, Commissioner Aldrich moved and Commissioner Washburne seconded the adoption of the said notice and call for bids, which motion, having received the unanimous vote of the three Commissioners, was by the Chairman declared carried, and said form of notice and call for bids adopted, which said notice and call for bids was and is in numbers and figures as follows:

Pursuant to authority vested in the State Highway Commission by Sections 44-801 to 44-810, inclusive, (Chapter VIII), Oregon Code 1930, as amended by Chapter 325, Oregon Laws, 1933, as amended by Chapter 412, Oregon Laws, 1935, sealed bids will be received by the Oregon State Highway Commission in the Benson Hotel, Portland, Oregon, at the hour of 2:00 o'clock p. m.

July 25, 1935

for Three Million Dollars ($3,000,000) par value, Oregon State Highway Bonds, bearing date July 1, 1935, and maturing as follows: one-twentieth each year beginning with October 1, 1940. One-half of the bonds maturing each year shall be payable on the first day of April and the other half on the first day of October of each year; the first installment in the amount of $75,000 to mature on October 1, 1940, the second installment of $75,000 to mature on April 1, 1941, and $75,000 to mature on each October first and April first thereafter until the full amount has matured.

Said bonds shall be in denominations of One Thousand Dollars ($1,000) each, with interest payable semiannually on April first and October first of each year, commencing with October 1, 1935. Both principal and interest are payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the

holder, in any coin or currency which at the time of payment is legal tender for public and private debts.

Said bonds, if sold, shall be sold for cash to the bidder offering the price deemed the best in the opinion of the Oregon State Highway Commission, considering the interest rate bid and the premium or discount, if any, on the par value of the bonds bid for, together with accrued interest from July 1, 1935, to date of delivery. The proceeds of such sale shall be paid at the Chase National Bank in New York City, on the date upon which the bonds are delivered to the purchaser or his authorized representative, either in Portland, Oregon, or at the Chase National Bank in New York City. No bid will be considered for an interest rate greater than six per cent per annum, nor will any bid which is less than ninety-five per cent of the par value of the bonds for which bid is submitted be considered; bidders may submit bids for the total amount of Three Million Dollars ($3,000,000) par value of the bonds to be sold, or any part of such issue, provided that no bid will be received for less than One Million Dollars ($1,000,000) par value of such bonds.

All bidders shall submit with their bids a typewritten schedule setting forth the amount of the semiannual interest and the amount of the aggregate interest less the premium or plus the discount, if any, as the case may be, which will fall due upon the bonds bid for.

Each bidder should name the rate, or rates, of interest at which the bidder is willing to accept the bonds at par or at par and a premium ~~or less discount, as the case may~~ be. The bonds will bear the rate or rates of interest fixed in the bid or bids accepted by the Commission.

Each bid must be accompanied by a certified check on a national bank which is a member of the Federal Reserve System, for an amount equal to five per cent of the amount of the par value of the bonds for which the bid is submitted, which check shall be made payable to the order of the State Highway Commission and which check or deposit shall be forfeited to the State of Oregon as liquidated damages in case the offer is accepted and the bidder fails to complete the purchase.

It is contemplated that all bonds sold will be ready for delivery on or about August 15, 1935.

The Commission reserves the right to reject any and/or all bids.

The legality of this issue of bonds has been passed upon by Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, and an approving opinion will be furnished to the successful bidder or bidders, as the case may be.

Bids should be marked "Bids for Oregon State Highway Bonds".

OREGON STATE HIGHWAY COMMISSION
By H. B. Glaisyer, Secretary





The Commission signed the letter directed to the Public Works Administration, Custodian Department, Portland Branch, Federal Reserve System San Francisco, Portland, Oregon, in regard to the disposition of the $2,000,000 Coast Highway bridge revenue bonds heretofore sold to the Public Works Administration, wherein the Commission requests that whenever any of the bonds or coupons mature, instead of sending them for collection to the paying agent named in the bond, the bonds and coupons be held and formal notice of the approaching maturity and the amount due be sent to the Commission's Attorney; also requesting that cancelled coupons and/or bonds be forwarded to the Commission's Attorney at Salem.

The Engineer reported that, as ordered by the Commission at the previous meeting, investigation has been made to determine the approximate cost to stabilize the Canyon City-Burns Forest Highway which reveals that there are about 7.1 miles of this road in bad condition and that it would cost approximately $61,000 to rebuild this section exclusive of oiling. The Commission ordered the report filed for future consideration.

The Commission had under consideration a letter from Charles H. Reynolds Insurance Agency, La Grande, soliciting the privilege of writing insurance coverage for the Highway Department's property at La Grande in view of the fact that the expense incurred by the State as a result of the burning of the Capitol Building has depleted the State's insurance fund. In this connection the Secretary presented an opinion from the Attorney General to the effect that subsisting Boards, Commissions and Departments which are supported by fees, licenses, taxes, etc., collected by them or for their benefit and which moneys are appropriated for the payment of all of their expenses, have the same authority to use such moneys for the procurement of insurance as for the payment of any other maintenance or operating expense of such department. After some discussion, the Commission decided to defer action on this matter for the time being and instructed the Secretary to so inform Mr. Reynolds.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in Room 325 State Office Building, Salem, with all members, the State Highway Engineer and the Secretary present.

The Engineer reported that, in order to facilitate the maintenance of state highway routes through the cities of Pendleton and Enterprise, as required by the new law enacted by the 1935 Legislature, permanent highway routes through these cities must be designated and the Commission must hold public hearings in each place because it is contemplated to change the present highway routing through them. The Commission left it with the Engineer to set dates for such hearings.

The Engineer also reported that, on account of increased highway activities in Harney County, it has been necessary to establish a Resident Maintenance Engineer's headquarters at Burns which requires that the Engineer in charge be furnished office quarters. He gave as his thought that

a small addition to the existing highway maintenance building at that place would serve the purpose and requested authority to construct such addition, estimated to cost about $1500, with state forces. The Commission approved his request by unanimous vote.

Reconsideration was given by the Commission to the request of Mr. Joseph Woerndle, Portland, for the construction of a driveway from the Tualatin Valley Highway to his property located a short distance east of the town of Beaverton. After a review of the circumstances surrounding this case the Commission confirmed its previous action denying Mr. Woerndle's request.

The Engineer reported on the offer of local interests in McMinnville to convey to the State Highway Commission, without charge and clear of taxes and assessments, Lots 1 and 2 of Block 7, Oakpark Addition, for maintenance headquarters, and Lots 1 and 2 of Block 16, Oakpark Addition, for stock pile purposes. It appeared that Lots 1 and 2 of Block 7 are owned by E. A. Collier who has offered to sell them to the State for the sum of $50.00 exclusive of taxes and assessments and that Lots 1 and 2 of Block 16 are owned by the city of McMinnville; also, that the City has offered to donate its property to the State and that the McMinnville Chamber of Commerce has offered to assume the cost of the purchase of Mr. Collier's property. The Engineer advised that it would be desirable to establish a maintenance headquarters in McMinnville and he recommended that the offers be accepted. After due consideration the Commission approved the Engineer's recommendation by unanimous vote with the understanding that the four lots be conveyed to the State without charge, and that the State take title to the Collier property direct from the present owner, the Chamber of Commerce of McMinnville to pay the compensation therefor.

The Commission also authorized the construction of a maintenance headquarters building, as an SERA project, on a portion of the aforesaid property at an estimated total cost of $5,000.

The Commission had under consideration a letter from the city of Pendleton requesting the installation of lights on the Umatilla River bridge which is now under construction at the west approach of the Old Oregon Trail into Pendleton. The Engineer advised that the plans for this structure call for the installation of two roadway lights at each end of the bridge but no arrangement has been made for lighting. He recommended that the State pay the cost of installing an electrical conduit to each light post, provided the City will pay the initial cost of the fixtures, the maintenance cost subsequent to installation and will furnish the necessary electrical energy to operate the lights without cost to the State. The Commission approved the Engineer's recommendation by unanimous vote and instructed him to have the matter covered by appropriate agreement.

The Commission had under consideration the matter of parking automobiles along the Pacific Highway route through the city of Ashland. The Commission was informed that at present cars are permitted to be parked at an angle to the curb which method, because of the narrowness of the street, is dangerous and interferes considerably with moving traffic. The Engineer suggested that a communication be directed to the Ashland city officials requesting the adoption of an ordinance requiring parallel parking along this highway route. The Commission approved the Engineer's suggestion by unanimous vote





and instructed the Secretary to write such letter.

A letter was presented from Thomas H. Burgess, Acting Forest Supervisor, Siuslaw National Forest, calling attention to certain signs which have been erected by the Lakeside Supply Company on the county road leading to Lakeside, Coos County, near its junction with the Oregon Coast Highway, which signs are not in conformity with the usual direction signs of the State Highway Department, and inquiring whether or not the Commission intends to order the signs removed.

The question arose as to whether or not the State has jurisdiction over the signs placed on this road, which is not on the state highway system but on which the State is expending some money in cooperation with the County, to improve it as a hauling road over which to transport construction materials and supplies for use on the Oregon Coast Highway, Lakeside being the nearest railroad shipping point. After some discussion the Commission ordered a report from the Attorney as to its authority in the matter, said report to be rendered at the next meeting.

A letter was presented from Mr. Omar C. Spencer, Portland, regarding the matter of handling of livestock across Swift Secondary Highway in North Portland, in which he states that the people interested in this matter cannot assume the expense and responsibilities as required by the Commission; therefore, they will consider the matter closed. The Commission ordered the communication filed in the department records.

The Commission had under consideration a request from the Fish and Game Division of the State Police Department for the use of the Highway Department's tugboat "Vega" for checking up unlawful fishing at night on Coos River, Coos County. The Engineer advised that this tugboat is only infrequently used by the State Highway Department and it could be relinquished to the Fish and Game Department without much inconvenience if the Commission so desired. After considerable discussion the Commission approved the request with the understanding that the Fish and Game Department will assume all expense in connection with the operation of the boat, will maintain the boat at their own cost and expense and will return it to the State Highway Department in first-class condition when they are through with it.

The Commission had under discussion a report from Division Engineer E. A. Collier stating that certain persons residing at Cheshire, Oregon, have cut down a large fir tree located on the right of way of the Siuslaw Highway and requesting instructions as to what action to take in the matter. In connection with this matter a letter was presented from the Commission's Attorney advising that the Highway Commission has sufficient control of the trees to prohibit the cutting of the same, and setting forth the law which prohibits the cutting down, injuring or destroying trees growing on the rights of way of state highways by anyone unless written consent from the State Highway Commission has first been procured, and which provides a penalty for violation of this statute. The question arose as to whether or not it would be advisable to prosecute in this particular instance. A definite decision in regard thereto was deferred by the Commission pending an authentic report from the Attorney as to whether or not the tree was actually

located on the highway right of way.

The Engineer reported that the Aetna Life Insurance Company, through its local agent, Mr. James Nicholson, Salem, is desirous of installing a cooperative plan of accident and health insurance covering the employes of the State Highway Department, it being a group plan which would cost the employes considerably less than if they secured the benefits individually. He outlined the plan briefly and inquired whether or not the Commission desired to assume any responsibility in connection therewith, especially as to the collection of the individual monthly contributions. The Commission offered no objections to the insurance company approaching employes of the State Highway Department regarding this matter but declined to assume any responsibility for the collection of the premiums, it being the thought of the Commission that if the employes desired the benefits of this insurance they could organize themselves in order to secure the group rate.

The Engineer brought up for discussion the matter of assignment of employes' wages. He said that the practice of employes assigning their wages in order to avoid the payment of debts or for other purposes is continually increasing, and in an attempt to stop the practice, he personally passes on all such assignments and refuses to honor any which appear to him to be unnecessary. He inquired as to the Commission's wishes in this regard. The Commission agreed with the Engineer that the assignments should be discouraged as much as possible.

The Secretary presented a letter from the Weyerhaeuser Timber Company, Klamath Falls Branch, requesting permission to erect and maintain for a period of about two or three days, a temporary false bent in the middle of the Green Springs Highway at a point approximately 15 miles east of Pinehurst (Sec. 5, T. 40 S., R. 6 E., W. M.) which bent is needed in connection with the construction of their railroad overcrossing at this place. The Engineer recommended that the permit be granted provided the company will take all precautions possible to safeguard traffic and will assume full responsibility for accidents that might occur by reason of the presence of this obstruction on the highway. The Commission approved the Engineer's recommendation by unanimous vote.

At 3:00 o'clock p. m. Messrs. E. H. Balsiger and J. E. Hosking, representing the Klamath Falls Chamber of Commerce, came before the Commission and asked consideration of the following projects in the Commission's 1935 construction program:

1. Construct railroad grade separation structure on Main Street between Michigan Street and Esplanade, near the center of Klamath Falls;

2. Construct railroad grade separation structure on Esplanade Avenue near Spring Street.

They suggested that these two projects be included in the Commission's program for federal funds which are to be used in the elimination of railroad grade crossings. The Engineer advised that the rules and regulations for





the expenditure of these moneys permit the expenditure of only certain amounts in certain districts, based upon the percentage of unemployment and railroad mileage in those districts, hence it is unlikely that these projects could be undertaken under the present setup because Klamath County is now receiving more money than it is entitled to compared with the rest of the State; furthermore, the railroad companies would have to be consulted and it is doubtful if they would approve any more projects of this kind in Klamath County.

A letter was presented from Albert Tozier, Secretary of the Champoeg Historical Highway Association, in which the Commission is asked to take a special traffic count in Champoeg Park on Sunday, June 30, 1935, Pioneer Riverman's Day, when a large attendance at the park is expected. The Commission granted the request by unanimous vote.

The Engineer reported the receipt of a letter from the Honorable Milton A. Miller, Portland, requesting a topographical survey of Champoeg Park for use and guidance in connection with developing the park area. The Assistant Attorney who was present advised that the Commission does not have authority to expend state highway funds for such purpose inasmuch as this park is under the jurisdiction of the State Board of Control. Thereupon, the Commission declined the request and ordered that Mr. Miller be so informed.

A letter was presented from W. E. Bramel, Portland, suggesting that the improvement of the Pacific Highway between Portland and West Linn would be a good project for the State Highway Commission to include in its construction program this year. The Commission ordered the communication acknowledged and filed in the department records.

The Commission had under consideration a resolution from the County Court of Grant County offering to pay one-fourth of the cost of building a new bridge over the John Day River near the town of Monument, Oregon, based on a total cost of approximately $30,000, provided the Highway Commission will extend the Kimberly-Monument Secondary State Highway from Monument to a connection with the Pendleton-John Day Highway at Long Creek. The Secretary was instructed to advise the County Court that the Commission will consider this project in its program for Secondary Highway construction but cannot make any definite commitments now. The Engineer was instructed to prepare an estimate of cost to construct this bridge and to render a report as to whether or not it would be possible to include the project in the 1935 program.

The Secretary presented a letter and a brief from the Fossil-Antelope Better Roads Club, Clarno, supporting their previous request for the completion of the grading and graveling of the Shaniko-Fossil Secondary State Highway between Fossil and Antelope in Wheeler and Wasco Counties. The Commission ordered the communication acknowledged and filed in the department records.

A communication was presented from A. C. Cammack, Portland, requesting the construction of a sidewalk along the Mt. Hood Highway between Still Creek Bridge and Zig Zag Bridge for the benefit and safety of pedestrian traffic during the summer season. The Commission denied the request,

it being contrary to its policy to expend state funds for such purposes.

A letter was presented from J. B. Bedingfield, Attorney, Marshfield, advising that Coos Bay Post No. 17 American Legion and the City of Lakeside are sponsoring a celebration at Lakeside on July 4, which they anticipate will attract several thousand people, a large percentage of whom will come from points south of Coos Bay and requesting that the Coos Bay Ferry service be extended throughout the night of July 4 in order to accommodate these people. The Engineer recommended that the request be granted. The Commission approved the Engineer's recommendation by unanimous vote subject to the condition that such extra service should be given for one night only.

The Commission had under consideration a letter from the Oregon Petroleum Industries Commission requesting that certain hours on three days of each week be reserved for the exclusive transportation of petroleum products across the state highway ferries at Newport and Waldport to facilitate serving these communities with oil and gasoline. The Engineer recommended that the request be denied because these are public ferries and, in his estimation, the Commission's first obligation is to the general traveling public which would be greatly inconvenienced if delays at the ferry crossings were increased. He pointed out that these ferries are being operated under contract daily between the hours of 7:00 o'clock a. m. and 11:00 o'clock p. m. and they are needed for state purposes throughout this entire period. He suggested, as a solution of this problem, that the petroleum interests be permitted to use the ferries before 7:00 o'clock a. m. or after 11:00 o'clock p. m., when they are not needed by the State, provided they made their own arrangements with the ferry contractor, or if they prefer, that they be allowed to dock their barges at the states ferry slips any time during the day, between regular ferry trips, as long as they do not interfere with the regular ferry schedules. After some discussion the Commission approved the Engineer's suggestion and ordered that the Petroleum Industries Committee be so advised.

A letter was presented from Archie McGowan, Burns, Oregon, suggesting that the construction of the Central Oregon Highway east of Burns is a practical project to undertake this year with federal relief moneys and urging the Commission to consider this project in the formulation of its construction program. The Commission ordered the communication filed in the department records for future consideration.

There was presented to the Commission a letter from the Electrical Products Corporation, Portland, requesting permission to construct and maintain an electrical sign over the Columbia River Highway at Bonneville. The Commission denied the request as a matter of policy.

A joint letter was presented to the Commission from the Columbia County Court, Columbia County Planning Committee, St. Helens Chamber of Commerce, City of St. Helens, Vernonia Chamber of Commerce, and the City of Vernonia, all of Columbia County, urging the Commission to allocate federal funds this year for the construction of a proposed highway extending from St. Helens to Vernonia, in Columbia County, and stating that they





consider this to be the most important road improvement anywhere in Columbia County. The Commission ordered the communication filed in the department records for future consideration.

The Commission had under consideration a report from the Grand Jury in the Circuit Court of the State of Oregon for Wasco County recommending the reconstruction of the Columbia River Highway to eliminate a dangerous curve located "within four-tenths (0.4) of a mile easterly of mile post 84 on the Columbia River Highway". The Engineer advised that there are numerous bad curves on the Columbia River Highway where accidents could very easily occur if drivers are not careful, and it is a matter of opinion as to which one of these curves is the most dangerous and should be eliminated. The Commission instructed the Engineer to investigate and report the conditions existing at the curve mentioned by the Grand Jury.

A letter was presented from the County Court of Deschutes County in which the Commission was requested to designate and construct as a secondary state highway a county road extending from the City of Bend, in a southwesterly direction to Tumalo Lake and Tumalo Falls inasmuch as the area to be made accessible by this road has been selected by the U. S. Forest Service for extensive recreational development. The Commission denied the request, it being strictly contrary to the present policy to increase the mileage of the secondary highway system at the present time.

A letter from Walter Norblad, City Attorney of Gearhart, Oregon, requesting, in behalf of the City of Gearhart, the construction of a sidewalk along the Oregon Coast Highway between the intersection of Sixth Street, Gearhart, and the city limits of Seaside, a distance of approximately one mile, had the attention of the Commission. The Commission denied the request as a matter of policy and instructed the Secretary to inform the attorney the reasons for such action.

The Commission considered and ordered filed in the department records the following communications requesting certain highway improvements:

1. Letter from the East Side Commercial Club, Portland, urging completion of the 17th Street-Harrison Street Section of the East Portland-Oregon City Highway in the City of Portland;

2. Letter from the Clackamas County Planning Board urging completion of the uncompleted sections of the Foothills Boulevard, (Woodburn-Mt. Hood Loop Secondary Highway) between Colton and Sandy;

3. Numerous letters from individuals, firms and organizations of Southeast Portland urging the construction of the proposed extension of Foster Road, Portland, to a connection with the Mt. Hood Highway near Sandy, along the route of what is known as Market Road No. 30.

The Commission considered, approved and signed legal documents as follows:

1. Agreement with Winchester Bay Lumber Company and the John Kiernan Estate disposing of a controversy involving acquisition of right of way for the Oregon Coast Highway at the south end of the Umpqua River Bridge in the Town of Reedsport, Douglas County;

2. Agreement with Mt. Emily Lumber Company covering acquisition of right of way for the La Grande Undercrossing Section of the Wallowa Lake Highway across the property of the Mt. Emily Lumber Company in La Grande.

3. Lease agreement with the Southern Pacific Company providing for the lease of a garage building and storage space owned by the Southern Pacific Company at Woodburn;

4. Bargain and Sale Deeds conveying to J. C. Ponsler et ux, portions of Lots 11 and 12 of Block 46, and portions of Lots 11 and 12 of Block 52, Gallagher's Addition to Florence, Lane County, in exchange for which Mr. Ponsler is deeding to the State right of way for the wye connection of the Siuslaw Highway and the Oregon Coast Highway in Florence;

5. Agreement with the O. W. R. & N. Co. covering the matter of Old Oregon Trail encroachments on railroad property near Weatherby in Baker County;

6. Agreement with Oregon State Motor Association covering the matter of erection of road signs on the county roads of Multnomah County.

The Commission had under consideration the matter of exchange of right of way with the Southern Pacific Company for the improvement of the Springfield-Cottage Grove Secondary Highway in Lane County. The Engineer explained that the railroad company found it necessary, in connection with the proper maintenance and operation of its railroad located adjacent to this highway, to appropriate a portion of the highway right of way, and in accordance with an agreement with the Commission dated December 4, 1934, reconstructed its railroad along this section and also reconstructed the highway as was required, which reconstruction work was done to his entire satisfaction; further, that the Southern Pacific Company now desires the Highway Commission to formally accept the improvement and to relinquish its claim to the property appropriated by the railroad company. He recommended that the Commission take such formal action. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State of Oregon, acting by and through its State Highway Commission, hereinafter called the "State", heretofore located, constructed and has ever since maintained a permanent state highway known as the Springfield-Cottage Grove Secondary Highway, otherwise designated as Secondary State Highway No. 222, which said





highway occupied and traversed along and over property theretofore acquired by the County of Lane by conveyance from the Southern Pacific Company to said County of Lane by deed dated July 17, 1916, for road purposes, including that certain parcel hereinafter designated and described as Parcel B; and

WHEREAS, Southern Pacific Company, a corporation created by and existing under laws of the State of Kentucky, hereinafter called the "Company", has constructed, owns and is maintaining and operating a line of railroad along property adjacent to said highway and adjacent to said Parcel B; and

WHEREAS, said Company found it necessary in connection with proper maintenance and operation of its said railroad to appropriate and did appropriate, by virtue of an agreement with the Oregon State Highway Commission dated December 4, 1934, a portion of said Secondary State Highway No. 222 (being a part of said parcel of property deeded by said Company to the County of Lane for road purposes under date of July 17, 1916) which said portion of said Secondary State Highway No. 222 so appropriated by said Company is located in Lane County, Oregon, and more particularly described as follows:

PARCEL B

Beginning at a point in the northeasterly line of the county road right of way in Section 15, Township 18 South, Range 2 West, W. M., as conveyed to Lane County from the Southern Pacific Company by deed dated July 17, 1916, said point is 1404.8 feet South and 1586.5 feet West from the Southeast corner of D. L. C. #38 in said township and range, said point is also distant 15 feet southwesterly from the center line of the main track of the Southern Pacific Company's Cascade Line as relocated in 1934 at Engr. Sta.759+04.3; thence South 31° 15' East along the northeasterly line of said county road right of way a distance of 387.98 feet to a point, distant 15 feet southwesterly at right angles from the center line of said main track at Engr. Sta. 762+89.13; thence northwesterly parallel to the center line of said main track on the arc of a curve to the right having a radius of 1447.47 feet, the long chord of said curve bears North 35°17' West a distance of 162.94 feet, to a point distant 15 feet southwesterly at right angles from the center line of said main track at Engr. Sta. 761+27.8 C. C. 4° curve left; thence northwesterly parallel to the center line of said main track on the arc of a spiral curve to the right, the long chord of said curve bears North 28° 15' West a distance of 225.54 feet, to the point of beginning, containing 0.08 acres, all lying and being in Section 15, Township 18 south, Range 2 West, Lane County, Oregon.

AND WHEREAS, said Company has caused to be deeded to the County of Lane property much more than equal in amount to the amount of said highway so appropriated by said Company, which lands so deeded to the County of Lane are contiguous to said Secondary State Highway No.222

and are located in the County of Lane, State of Oregon, and herein designated as Parcel A and more particularly described as follows:

PARCEL A

Beginning at the point of intersection of the north line of Lot 3 in Section 15, Township 18 South, Range 2 West, Willamette Meridian, with the southwesterly line of the county road, said point being 1119.9 ft. south and 1794.5 feet west of the southeast corner of Donation Land Claim No. 38; thence South 36° 39' East along said southwesterly line of the county road a distance of 30.47 feet to a point;thence continuing along said line South 23° 19' East a distance of 238.57 feet to a point; thence continuing on said line South 31° 15' East a distance of 604.71 feet to a point; thence North 47° 19' West a distance of 248.0 feet; thence North 24° 57' West a distance of 654.0 feet to a point in the North line of Lot 3; thence South 88° 26' East, along the North line of Lot 3 a distance of 32.0 feet to the point of beginning. Containing 0.793 acres all in Lot 3, Section 15, Township 18 South, Range 2 West, Willamette Meridian, Lane County, Oregon.

AND WHEREAS, upon said Parcel A said Company has constructed a highway in lieu of that portion of said Secondary State Highway No. 222 so appropriated by the Company, in a manner conformable to the material character of the construction of that portion of said Secondary State Highway No. 222 which was so appropriated by said Company and upon such grade and in such manner and subject to the terms and conditions of that certain written agreement made and entered into between the State and the Company under date of December 4, 1934, wherein said State specified the terms and conditions, and the manner of construction of said new portion of highway; and

WHEREAS, said newly constructed portion of said Secondary State Highway No. 222 has been conveyed or caused to be conveyed by the Company to the State and has been accepted by the State and is acceptable to the State in every repect and particular whatsoever.

NOW, THEREFORE, IT HEREBY IS ORDERED that said newly constructed portion of said Secondary State Highway No. 222 be accepted by the State in lieu of said portion of said highway so appropriated by said Company, and that the State, on its own behalf and on behalf of the County of Lane and any and all other subdivisions or municipal corporations of the State which may be interested in or have an interest in said highway, has relinquished and hereby does relinquish any and all claims of every character whatsoever in and to said Parcel B and hereby relinquishes title to and possession of said Parcel B to said Company in accordance with and pursuant to the said agreement between State and Company dated December 4, 1934, and that this resolution be entered in the minutes and records of the State Highway Commission of the State of Oregon, and that a certified copy thereof be prepared and delivered to said Southern Pacific Company.





A letter was presented from Mrs. Cobie de Lespinnasse, Hubbard, Oregon, suggesting that the unnamed falls located within the Silver Falls State Park area be given appropriate names and that such names be selected from suggestions offered by visitors to the falls, who would be asked to record their preferences in a book or record of some kind maintained on the park premises. The Engineer suggested that if the Commission wishes to provide names for these falls it would be better to secure suggestions from individuals acquainted with Oregon history and the development of the Great Northwest. The Commission approved his suggestion by unanimous vote.

The Engineer reported that in connection with the surfacing of the Buchanan Ranch Section of the Central Oregon Highway in Harney County, investigation revealed a desirable source of materials located on land owned by the State Land Board, wherefore application was filed with that Board to purchase 9.38 acres of this land, for which it was expected the Board would charge not more than $5.00 per acre, that being a reasonable market value for other sagebrush land in that vicinity. However, contrary to expectations, the Board took action to the effect that it would deal with the Highway Commission only upon a royalty basis, and on that basis would charge 3¢ per cubic yard for all the gravel removed from the property. He advised that it has long been the policy of the Commission to purchase, outright, property desired for quarry site or gravel pit purposes, and to make such purchases based upon the reasonable market value of the land rather than upon the measurement of any materials contained therein, and if the Commission diverts from this policy now, it will establish a precedent which will militate against future settlements of the State Highway Commission for acquisition of land for like purposes in that part of the State, and unquestionably will cost the Highway Commission many thousands of dollars in extra expense in the construction of other projects, and may involve the Commission in numerous condemnation cases. He recommended that the Commission direct a letter to the State Land Board explaining the situation in detail and requesting reconsideration of the matter. The Commission approved his recommendation and instructed him to write such letter.

The Commission had under consideration a claim from J. W. Chadsey and Clara Chadsey, his wife, Newberg, for damages in the sum of $1,260.00 which they allege they sustained by the action of the State Highway Commission in taking for public use a portion of their property without granting them just compensation for profits lost to them by reason of reconstruction of the highway and the diversion of traffic away from their place of business. The Commission denied the claim, basing its decision on a previous opinion of the Attorney that the Commission is without legal authority to expend state funds for such purposes.

Reconsideration was given by the Commission to the matter of purchase of timber on the lands of the Schroeder Lumber Company situate adjacent to the Salmon River Highway in Polk County. The Engineer advised that in conformance with authority previously given by the Commission, negotiations have been carried on with the Schroeder Lumber Company to acquire a wayside strip of timber across its property, but there is an apparent difference in opinion in regard to the amount of timber on the strip desired

wherefore, Mr. Gardiner, who is handling the matter for the Schroeder Lumber Company, has suggested a joint cruise of the timber by representatives of the State and the Company. He recommended that the Commission authorize such joint cruise which he estimated would cost the State only a nominal sum. The Commission approved his recommendation by unanimous vote.

The Secretary presented a communication from the Commission's Attorney relative to the park site devised to the State of Oregon by Maude Williamson, deceased, which property is located in Sections 32 and 33, Township 5 S., Range 3 W., W. M., Yamhill County, adjacent to the Salem-Dayton Secondary State Highway. It appears that the property in question was devised to the State of Oregon for park purposes subject to the life estate of a Mr. Albert Williamson; also, that the property in which the State has interest is not definitely defined or marked. The question arose whether or not a survey of the property should be made in order to define the limits of the property and what, if anything, should be done in the event an investigation of the premises reveals that waste is being committed upon the premises by the life tenant. After some discussion the Commission instructed the Assistant Attorney to investigate the property on the ground, and to render a report with recommendations at a later date.

The following resolution authorizing the Attorney to condemn certain parcels of real property which are needed for right of way for certain state highway improvements, was adopted by the Commission by unanimous vote upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Redmond-Bend section of The Dalles-California Highway.
Chimney Creek-Juntura section of the Central Oregon Highway.
Florence-Glenada section of the Oregon Coast Highway.
Midland-Green Springs section of the Klamath Falls-Weed Highway.

land and property owned by or in possession of the following parties and/or persons, to-wit:





H. C. Tietje
L. P. Delsole
B. K. Deal
Charles Ager

as their respective interests may appear, and this commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Commission also by unanimous vote, adopted the following resolution authorizing the Attorney to condemn right of way for the Houlton-Scappoose Section of the Columbia River Highway across the property of Leslie Watters and Hazel Watters in Columbia County, upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantage to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Houlton-Scappoose Section of the Columbia River Highway

land and property owned by or in possession of the following parties and/or persons, to-wit:

Leslie Watters and Hazel Watters

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway





Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Commission had under consideration for approval a real estate option from Alta G. Wilson, a widow, setting forth her willingness to sell to the State for park purposes 145.84 acres of land situate adjacent to the Oregon Coast Highway and Woahink Lake State Park in western Lane County, for the sum of $4,500.00. The Commission deferred a decision on this matter pending a report from the Parks Engineer.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. He submitted a list of such properties which the Commission carefully considered and approved. The following resolution in regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Scappoose-St. Helens Section, Columbia River Hwy. | | | | |
| Heuman, S. | R/W | 1.86 | Gratis | Gardiner |
| Florence Junction-Siuslaw Highway | | | | |
| Blomquist, Thos. | R/W | 156 Sq.Ft. | $5.00 Lump Sum | Parker |
| Criterion, The Dalles-California Hwy. | | | | |
| State Land Board | Stock Pile | 0.819 | $5.00 Lump Sum | McCallister |
| Redmond-Bend Section, The Dalles-California Hwy. | | | | |
| Masonic Homes of Cal. | Hauling Road | 2.34 | Easement for 2 Yrs. $5.00 Lump Sum | McCallister |
| City of Redmond | " " | 0.69 | Easement for 2 Yrs. Gratis | " |
| Riley, O. W. B. and Mary E. Rothhammer | Quarry Site | 40 | $20.00 per acre | " |
| Mary E. Rothhammer | Hauling Road | 0.96 | Easement for 2 Yrs. Gratis | " |
| South Beach, Oregon Coast Highway | | | | |
| Lincoln County | R/W | 33000 Sq. Ft. | Gratis | " |
| Pleasant Valley, Old Oregon Trail Hwy. | | | | |
| Jensen, Christian | Stock Pile | 0.80 | $100.00 Lump Sum | Benson |
| Umatilla-Hermiston, Old Oregon Trail | | | | |
| World War Vet. State Aid Commission | R/W | 2.92 | $50.00 per acre plus $122.00 | Benson |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Umatilla-Hermiston, Old Oregon Trail (Continued) | | | | |
| State Banking Dept. | R/W | 0.39 | $50.00 per acre | Benson |
| Pilon, Neva M. | R/W | 5.00 | $50.00 per acre plus $68.00 | Benson |
| Middleton-Newberg, West Side Pacific Hwy. | | | | |
| Albright Estate, Geo. A. | R/W | 2.121 | $1250.00 Lump Sum | Benson |
| Dewey, Leroy | R/W | 1.251 | $1000.00 Lump Sum | Benson |
| Hall, Chas. H. | R/W | 1.91 | $300.00 per acre plus $327.00 | Benson |
| Wiley, Helen J. | R/W | 0.138 | $75.00 for land plus $540.00 | Benson |
| Eagle Creek, Columbia River Hwy. | | | | |
| Neff, C. A. | R/W | | $325.00 for house on property leased from E.G.Gudhart | Bentley |
| Barron Creek-Wall Creek, Pacific Highway | | | | |
| Whelpley, Fred D. | R/W | 2.39 | $15.00 per acre | Parker |
| Chimney Creek-Juntura, Central Oregon Highway | | | | |
| Woodward, T. L. | R/W | 1.20 | $100.00 per acre | |
| | | 1.84 | $10.00 plus $65.75 | Benson |
| Llona, Samuel | R/W | 5.78 | $100.00 per acre plus $922.00 | Benson |
| Curry, Fred | R/W | 1.00 | $100.00 per acre | |
| | | 2.42 | $10.00 per acre plus $72.75 | Benson |
| Eagle Creek Section-Columbia River Highway | | | | |
| Moran, Frank | R/W | | Buildings on property leased from Gudhart $3000.00 Lump Sum | Bentley |
| Lebeck, E. W. | | | Cost for moving house purchased from C. A. Neff from right of way $100.00 | Bentley |

The Commission had under consideration the following requests for extensions of time in which to complete certain highway construction projects:

Chester T. Lackey, contract No. 1602 for furnishing crushed gravel for the Ontario Section of the Old Oregon Trail in Malheur County, requested

an additional extension of time from April 1, 1935, to July 1, 1935, in which to complete this work, giving as his reason that he has experienced considerable difficulty in the operation of his plant. The Engineer advised that Mr. Lackey has been unnecessarily long in completing his contract, but the State has not been inconvenienced thereby because he has already furnished the amount of rock that is needed for oiling requirements this year. He further advised that the delay has not increased the cost of engineering supervision to any great extent because no inspector has been retained on the job. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission adopted the Engineer's recommendation by unanimous vote.

O. N. Pierce & M. L. O'Neil & Son, contract No. 1672 for grading Blue Mountain Pass Section of the I-O-N Highway in Malheur County, requested an extension of time of 60 days from June 30, 1935, to August 29, 1935, in which to complete this project, giving as their reason for such request that they were delayed by inclement weather and other contributing causes. The Engineer advised that the work of these contractors was seriously hampered by adverse weather conditions during the winter season, and it was physically impossible for them to complete the contract within the time limit specified in the contract. He recommended that the extension requested be granted without penalty. The Commission approved his recommendation by unanimous vote.

R. I. Stuart & Sons, contract No. 1680 for furnishing rock for the Klamath Rock Production Project along the Modoc Point and Keno Sections of The Dalles-California and Green Springs Highways in Klamath County, requested an extension of time in which to complete this project, giving as their reason that deep snow and continued inclement weather made it virtually impossible for them to produce the rock as required in the contract. The Engineer advised that the contractor made every effort to complete this job within the specified time limit, but due to heavy snow and an unusual amount of rain, very little work could be done during the winter and spring months; furthermore, the specified quarry contained a large amount of clay which could not be separated from the rock except during dry weather. He further advised that the contractor has produced all the rock necessary to carry on the oiling and patching operations of the State this season, hence, the State has suffered no loss on that account; neither has the State incurred a great amount of extra engineering expense on account of the delay. He recommended that the time limit for the completion of this job be extended from April 30 to July 1,1935, and that the contractor be not penalized for failure to complete the job within the specified time limit. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1650 with Frank Neave, construction of a maintenance building at Roseburg in Douglas County; completed May 11, 1935;





Contract No. 1666 with Averill & Philpott, construction of a bridge over Burnt River on the Baker-Unity Highway in Baker County; completed April 20, 1935:

Contract No. 1673 with Fisher Brothers, grading and surfacing Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County; completed June 13, 1935;

Contract No. 1710 with Quinn-Robbins Company, furnishing crushed rock for the North Powder-Haines Section of the Old Oregon Trail in Baker and Union Counties; completed June 10, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1650 with Frank Neave, construction of a maintenance building at Roseburg in Douglas County;

Contract No. 1666 with Averill & Philpott, construction of a bridge over Burnt River on the Baker-Unity Highway in Baker County;

Contract No. 1673 with Fisher Brothers, grading and surfacing Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County;

Contract No. 1710 with Quinn-Robbins Company, furnishing crushed rock for the North Powder-Haines Section of the Old Oregon Trail in Baker and Union Counties.

NOW, THEREFORE, BE IT RESOLVED that the work covered by said state contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

The Engineer reported that on account of the inability of the Commission to undertake some of the projects included in the 1934 NRA program, it is necessary to revise that program and substitute new projects for several contained therein. He pointed out that the Commission previously allocated a portion of the funds available but there remains unallocated an amount of approximately $80,000. He recommended for approval the following projects for such funds:

1. Complete the paving of Barbur Boulevard Extension from the crossing of Capitol Highway to the end of the section that has been graded for four lanes of traffic; estimated cost $40,000.

2. Pave the newly graded Vancouver Avenue connection to Union Avenue, Portland; estimated cost $40,000.

3. Construct an extension of the so-called "Route F" Highway west of Eugene; estimated cost $20,000.

He explained that these projects will require an expenditure of about $20,000 of state money which will probably be absorbed in underruns in connection with projects now under way, and will be replaced with federal money before the close of the present program. After some discussion of this matter the Commission approved the Engineer's recommendation by unanimous vote and authorized him to take whatever action is necessary to secure approval by the Bureau of Public Roads.

The Engineer discussed with the Commission the advisability of releasing final payment to contractor Homer G. Johnson for surfacing the Kamela-Hilgard Section of the Old Oregon Trail in Union and Umatilla Counties, being contract No. 1156. He advised that on May 15, 1935, the Commission ordered the final warrant released notwithstanding the fact that the contractor has refused to accept the amount thereof as final payment, and has submitted a claim for additional compensation which in the opinion of the Highway Department Engineers is unjust. He said that he has given this matter some thought since the Commission ordered final payment made, and now questions the advisability of releasing the warrant voluntarily to the contractor at this time because, in the event the contractor took his claim into court, the court might allow a claim for interest on the amount of warrant from the date of completion of the job until the warrant was delivered, which would run into a considerable sum of money inasmuch as the job was completed about three years ago. He suggested that it might be advisable to wait until the contractor demanded his money which would place the matter in a different category.

After some discussion the Commission instructed the Engineer to secure legal advice from the Attorney in regard thereto and report at the next meeting, and in the meantime to retain possession of the warrant.

The Commission set Thursday, July 25, 1935, as the date for its next regular meeting and instructed the Secretary to arrange to hold this meeting in the Benson Hotel at 2:00 o'clock p. m. on that date.

There being no further business to come before the Commission at this time the meeting was adjourned at 6:30 o'clock p. m.

Henry F Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

JUN 25 1935



Portland, Oregon, July 24, 1935.

The State Highway Commission met in special session at 8:00 o'clock p. m. in Room 776, New Heathman Hotel, with all members, the State Highway Engineer, the Attorney, and the Secretary present.

Chairman Cabell reported briefly on the special meeting of the Western Association of State Highway Officials which he and the Engineer attended in San Francisco on July 16, 17 and 18 for a discussion of matters pertaining to the rules and regulations promulgated by the federal authorities, to govern the expenditure of the current federal relief moneys.

The State Highway Engineer explained in detail the alternate plan proposed by the Bureau of Public Roads covering the labor requirements of these rules and regulations. He advised that under such alternate plan the Commission would have to enter into an agreement with the Federal Government to underwrite the labor requirement for not less than 10% of the total relief funds available. He explained that by the alternate plan the State would guarantee to furnish employment for the amount of relief labor specified in the agreement, based on an expenditure of $1400 per year per man as required by the Government, and would be credited with all labor taken from the relief rolls whether employed on federal projects or on state work financed with state money, provided certified payrolls were submitted to the Government as is required in connection with other projects financed with federal money.He gave as his thought that if the Commission adopts the alternate plan, it would then be possible to contract surfacing and paving projects which involve heavy expense for materials and cannot be undertaken on the basis of the original requirements because of the regulations which limit expenditures for labor and materials to $1400 per man per year. He suggested that such alternate plan be tried out for a portion of the funds available, and if it proves satisfactory, then adopt the plan for additional moneys, if the government officials approve. The Commission discussed this matter at considerable length but deferred a definite decision thereon pending further study.

The Engineer also discussed with the Commission the matter of wage rates to be paid to men employed on contract work, but no definite rate was adopted at this time.

The matter of apportioning the federal moneys to the four divisions of the state was also considered by the Commission, and it was mutually agreed, after careful study, to apportion such funds, subject to minor revisions, in the following manner.

Regular Federal Aid Funds, amounting to $2,044,633, federal money, and $1,555,367, state match money, shall be distributed to the four divisions on the same basis that the federal aid money is apportioned to the states by the Government: viz., 10/24 population; 7/24 area, and 7/24 highway mileage.

JUL 24 1935

Federal Lands Highway Funds, amounting to $174,331, shall be distributed, in divisions three and four only, on the same basis as the Regular Federal Aid Funds.

Federal Highway Relief Funds, amounting to $3,038,642, and Federal Railroad Grade Separation Funds, amounting to $2,334,204, shall be distributed to the four divisions as far as is possible in accordance with relief needs as disclosed by the relief rolls furnished by the Federal Government.

| Div. No. | $3,600,000 Reg. Fed. Aid | | $3,038,642 Highway Relief | | $2,334,204 Grade Separations | | $174,331 Fed.Lands Hwys. | | $9,147,177 Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | % | Amount | % | Amount | % | Amount | % | Amount | % |
| 1 | $1,375,920 | 38.2 | $2,474,174 | 81.4 | $1,352,409 | 57.9 | $ -- --- | -- - | $5,202,503 | 56.9 |
| 2 | 631,800 | 17.6 | 389,139 | 12.8 | 325,449 | 14.0 | -- --- | -- - | 1,346,388 | 14.7 |
| 3 | 682,411 | 18.9 | --- --- | - - | 424,413 | 18.2 | 37,331 | 21.4 | 1,144,155 | 12.5 |
| 4 | 909,869 | 25.2 | 175,329 | 5.8 | 231,933 | 9.9 | 137,000 | 78.6 | 1,454,131 | 15.9 |
| | $3,600,000 | 100.0 | $3,038,642 | 100.0 | $2,334,204 | 100.0 | $174,331 | 100.0 | $9,147,177 | 100.0 |

The Commission then took under consideration the programming of the funds under discussion but deferred a definite selection of projects pending receipt of additional information from the Bureau of Public Roads in regard to the provisions of the proposed agreement for the expenditure of federal relief moneys under the alternate plan offered by the Government.

The Commission adjourned at 10:15 o'clock p. m. to reconvene at 9:30 o'clock a. m. the following day in the Benson Hotel.

Portland, Oregon, July 25, 1935.

Pursuant to adjournment on the previous evening, the State Highway Commission convened at 9:30 o'clock a. m. in Room 1206, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

A delegation from Wallowa County, consisting of County Judge Edgar Marvin, County Engineer Glen Jacobs, R. D. McClallen, Chairman of the Highway Committee of the Enterprise Chamber of Commerce, J. W. Ortman and Harvey Mutch, appeared before the Commission and urged the allocation of funds for the completion of the road extending north from the town of Enterprise to the Washington state line, particularly the section north from the town of Flora. Mr. McClallen headed the group. It was explained to the delegation that this road is not on the federal aid system, hence is not eligible for federal aid money; also, that it is not eligible for railroad grade elimination money





because there are no railroad grade crossings to eliminate; besides the federal relief moneys are for the specific purpose of providing employment to men listed on the relief rolls, and must be spent in localities where work relief is needed, which eliminates this project from consideration at this time because according to statistics furnished by the Government, there are no men on relief in Wallowa County. Mr. McClallen admitted the correctness of the statistics concerning the relief rolls in Wallowa County.

A delegation from Douglas County, consisting of W. C. Harding, Secretary, Roseburg Chamber of Commerce; County Judge George K. Quine; County Commissioner B. S. Nichols; A. C. Marsters; and District Attorney Guy Cordon, all of Roseburg, came before the Commission and urged the allocation of funds for the improvement of the Turkey Hill Section of the Pacific Highway, which, they declared, is the most important project in Douglas County; and the elimination of three railroad grade crossings in Douglas County; viz., one about 1½ miles south of Sutherlin, another about 1 mile south of Wilbur, and the third about 3 miles south of Roseburg. Mr. Cordon stated that the grade separation 3 miles south of Roseburg is the most important of the three. He also asked the Commission to provide funds for paving of the Pacific Highway just south of Roseburg, the regrading of which has just been completed by Douglas County as an SERA project. The delegation was advised that the Commission will bear their projects in mind when the construction program is arranged.

City Engineer E. A. Thomas and Mr. J. E. Hosking, Klamath Falls, were present and urged the Commission to provide funds for the elimination of the railroad grade crossing on Main Street in Klamath Falls. They suggested the substitution of this project for two grade crossing elimination projects on the O. C. & E. railroad east of Klamath Falls, which are now included in the Commission's tentative program. Mr. Thomas stated that he has conferred with the officials of the Southern Pacific and Great Northern Railroads regarding this substitution of projects, and was informed by them that they would offer no objections to such change. Chairman Cabell stated that the Commission will consider their proposition at the proper time.

James O. Convill, City Manager, Astoria, came before the Commission in regard to the proposed improvement of the Columbia River Highway at 23d and Franklin Streets in Astoria. He advised that the City has acquired the right of way for this improvement and has removed all of the buildings therefrom except one, which will soon be out of the way. He inquired when the Commission contemplates constructing this project and advised that the City is spending money now for this purpose which would have been spent for other things if the officials had had any idea that this project was not going through in the near future. He was informed by Chairman Cabell that the Commission has this project in mind but can give him no definite answer at this time.

Mr. Convill also asked the Commission to extend the present improvement of the Oregon Coast Highway north from the approach to Young's Bay bridge, but the Commission took no action on such request.

The County Court of Linn County, consisting of County Judge J. J. Barrett, and County Commissioners H. A. Renninger and H. F. Warren, was

present and urged the Commission to contract some more work this year on each end of the Santiam Highway. They offered to acquire the right of way for any project that the Commission would undertake. They also asked the Commission to bear Linn County in mind for federal funds which are required to be expended for the improvement of secondary roads and for railroad grade crossing eliminations, and particularly referred to the crossings of the Southern Pacific Railroad and the Oregon Electric Railway at Albany. Chairman Cabell advised the Court that the Commission has in mind an allocation of funds for the Santiam Highway this year, but prefers not to make any definite statements in regard thereto at the present time. He explained that on account of the federal rules and regulations regarding the expenditure of the federal relief moneys, construction work will have to be limited to grading projects unless the government funds are augmented with local funds, which means that in the case of secondary or feeder road construction, no surfacing, oiling, or paving operations can be undertaken unless the counties will cooperate in the cost thereof, the Commission being without legal authority to spend state money for the improvement of roads of that type. The County Court advised that they would take the matter under advisement and left with the Commission the thought that perhaps Linn County could raise some money to cooperate in this class of improvement.

Mr. Russell Hubbard, Vice President, Winchester Bay Lumber Company, Reedsport, was present and urged the Commission to complete the Umpqua Highway between Scottsburg and Reedsport, a distance of about 16 miles. He pointed out that the present road contains many sharp curves which are an extreme hazard to people who are unfamiliar with them, as is evidenced by the fact that during the last few months several fatal accidents have occurred at certain dangerous points. He gave as his thought that the elimination of accidents is sufficient justification for the expenditure of funds to improve this road and he asked the Commission to allocate funds for such purpose. Chairman Cabell advised Mr. Hubbard that the reconstruction of this highway to modern standards is a very desirable project, but the Commission does not have the money to finance the work as it should be done, which would include rebuilding on new location; furthermore, it would not be possible to improve the present road as a temporary expedient because the Bureau of Public Roads will not permit an expenditure of government money for temporary construction and there are not sufficient state funds available for the purpose. Mr. Hubbard then asked the Commission to erect appropriate signs and guard fence to eliminate as much as possible the present hazard. The Commission instructed the Engineer to look into the matter.

Mr. Hubbard then brought up for discussion the matter of improvement of the Scholfield River road extending up the Scholfield River from the town of Reedsport. He was advised that this road is not on the state highway system, hence the Commission is without legal authority to spend state funds thereon. However, the Commission will see what can be done to finance the improvement with federal relief moneys which must be expended for county road construction, if Douglas County will cooperate in the cost. Mr. Hubbard stated that he would take the matter up with the County Court of Douglas





County if the Commission will advise him as to costs, etc., and how much money the county would have to contribute. The Commission instructed the Engineer to send Mr. Hubbard the information requested.

County Judge Hugh McLain, Coos County, was present and asked the Commission for the following improvements:

1. Oil the county road extending from Marshfield to Englewood. (He offered county cooperation to the extent of $1600 per mile for this improvement.)

2. Reconstruct the Oregon Coast Highway through the Bunker Hill district south of Marshfield.

3. Construct a railroad grade elimination structure on the Coos River Secondary Highway at Smith Mill.

4. Improve the Coos River Secondary State Highway extending from Marshfield northeasterly to Allegany so as to permit logging operations to be carried on over the same. (He advised that this road passes by what are known as Golden Falls and Silver Falls, very beautiful attractions, which should be under control of the state, and that Butler Bros., a timber company which owns the land on which the falls are located, has signified its willingness to donate to the county for park purposes 120 acres of land including these falls, provided the county will improve the road into their holdings so as to permit them to truck out their logs. He further advised that the county is not financially able to take advantage of this offer, hence is referring the matter to the state, and if the state is sufficiently interested to build the road the county will cooperate to the extent of furnishing rock-crushing equipment later in the season.)

The Commission took this matter under advisement and instructed the Engineer to investigate the Coos River road and submit an estimate of cost to reconstruct it.

The County Courts of Clatsop and Tillamook Counties, consisting of County Judge Guy Boyington and County Commissioners James Elliott and Wm. Larson of Clatsop County, and County Judge H. H. Rosenberg and County Commissioners E. H. Lindsey and E. J. Anderson of Tillamook County, conferred with the Commission regarding the completion of the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway. The delegation also included Mr. S. G. Reed, Nehalem, and Merle Chessman and James O.Convill, Astoria, and a number of others. Judge Boyington headed the group. He recited the history of the Cannon Beach-Neahkahnie Mountain road and gave their interpretation of their oral agreement with a former highway commission relating to its construction when it was designated as a primary state highway. It was their understanding, he said, that the Highway Commission would construct this section as its first project after the uncompleted sections of the Oregon Coast Highway in Lincoln, Lane, and

Douglas Counties were finished, and it was with that understanding that Clatsop and Tillamook Counties each agreed to contribute the sum of $100,000 toward the cost of the work at the rate of $25,000 annually. He further stated that the counties have not completed their payments and feel disinclined to do so because the State has not lived up to the agreement as they understood it. Chairman Cabell advised that the present Highway Commission has no knowledge or record of any promises made by the former commission to complete the Neahkahnie Mountain road before other highways are completed. He pointed out that the present commission is under tremendous pressure to complete the Wolf Creek Highway and other highways, and in fairness to all districts of the state, the moneys available for highway purposes must be divided equitably. He inquired what project, in the minds of the county courts, is most urgent. Judge Boyington replied that Arch Cape Tunnel Section of the Oregon Coast Highway is the most important. He declared that this project can be undertaken equally as well in the winter as in the summer, which is an advantage because it will furnish employment for men during the season when unemployment is greatest. Chairman Cabell then inquired whether or not Clatsop County would resume its payments in conformance with the agreement with the former highway commission if the State builds this tunnel. County Commissioner Larson stated that he favored resumption of payments on that basis. County Commissioner Elliott likewise approved the resumption of payments. Judge Boyington declared the vote of Clatsop County Court unanimous in favor of resumption of payments if the Commission will build the tunnel section.

Judge Rosenberg advised, in behalf of the County Court of Tillamook County, that because of the serious tax situation in their county, they have no money available to resume the payments called for in the aforementioned agreement, but they will resume payments as soon as they possibly can, and, in any event, will pay as soon as they can collect some of their delinquent taxes.

Mr. Reed suggested that the State build a standard road from the end of the completed portion in Tillamook County northerly to the Clatsop County line where he said a connection can be made with an old road which extends around the Arch Cape Tunnel site. He asserted that the old road around Arch Cape Tunnel could be fixed up at little expense as a temporary proposition until the tunnel has been constructed, which would open up the Oregon Coast Highway for through travel. He gave as his thought that the money thus spent would not be wasted because the temporary road will be needed by the tunnel contractor during the construction of the Arch Cape Tunnel. After further discussion the Commission thanked the delegation for its appearance and advised that their project will be given due consideration in the formulation of the construction program.

Judge Boyington then asked the Commission to consider in its allocation of federal funds an appropriation for the construction of a road extending from the Wolf Creek Highway at Elsie northerly to a connection with the Nehalem Secondary Highway west of Jewell in Clatsop County. He pointed out that such connection will provide a desirable shortcut road from Portland to Astoria and urged the Commission to bear this project in mind for available funds.





County Judge Rosenberg inquired as to the plans of the Commission in regard to the allocation of the federal relief moneys which are required to be expended for county road construction. He advised that there are a number of roads on the Tillamook county road system in need of improvement and which, in their estimation, are eligible for such funds. He asked the Commission to be generous with Tillamook County in the allocation of these funds. Chairman Cabell informed Judge Rosenberg that the Commission has purposely deferred committing the county road money because of the federal regulations, pending expressions from the counties as to whether or not they will cooperate in the cost of the work that might be undertaken. He explained briefly the federal requirements regarding the expenditure of these moneys, which indicate that if state or county cooperation can be secured, considerably more work can be accomplished with the relief moneys than if no local money is provided. He inquired the attitude of the Tillamook County Court in this regard and was informed by the Court that the matter would be considered and a reply given later.

Judge Rosenberg invited the Commission and its staff to attend an all-Tillamook County picnic which is to be held on Sunday, August 11, in the County Park located on the Wilson River Highway about 13 miles east of Tillamook. The Commission thanked Judge Rosenberg for the invitation and advised that a member of the Commission would be present if possible.

County Judge F. L. Phipps, Wasco County; W. R. Bailey, Chairman of The Dalles Port Commission; and Edward C. Pease, The Dalles, came before the Commission and requested an allotment of Federal Railroad Grade Separation money to finance the construction of two proposed crossings of the O. W. R.& N. Co. main line tracks in The Dalles on city streets connecting the Columbia River Highway and The Dalles water front where they propose to construct port facilities for deep sea boats. They explained that the people of The Dalles voted a bond issue of $400,000 to construct dock terminals, and to augment this money they hope to obtain a grant of $250,000 from the Public Works Administration, all of which they propose to spend to improve their port facilities; also, that because of anticipated traffic between the highway and their docks they consider it highly desirable to separate the grades of the railroad and certain city streets so as to eliminate the traffic hazard of present grade crossings. Mr. Sam Murray, Chief Engineer of the O. W. R. & N. Co. was present and said that he believed that his company would favor the grade elimination structures proposed by The Dalles. Mr. Pease stated that they do not propose to construct the crossings this year, but their object in appearing before the Commission at this time is simply to obtain from the Commission the assurance that money would be provided next year in the event their plans materialize. Judge Phipps asked the Commission to authorize surveys of the two crossing sites. After considerable discussion of this matter, the Commission authorized the Engineer to make preliminary surveys during the next few months to determine the approximate cost of eliminating the present grade crossings, but declined to make any definite commitment of funds for construction purposes.

Judge Phipps discussed with the Commission the matter of furnishing county cooperation in connection with county road projects which are to be financed with federal relief moneys. He stated that he believed Wasco County

could contribute some money for such road work but he desired to consult with the other members of the County Court before making any definite statements in regard thereto.

Mayor Wylie, Ashland, came before the Commission and urged the Commission to allocate additional funds for the reconstruction of the Pacific Highway over the Siskiyou Mountains and for the resurfacing and elimination of bad turns in the present Pacific Highway route through the City of Ashland. He was informed by Chairman Cabell that the Commission has not yet arranged its construction program for this year but when that is done due consideration will be given to the projects that he mentions.

A delegation from Portland, consisting of L. M. Lepper, Vice President, and Adolph Gerwin, Secretary, East Side Commercial Club, and Mr. A. M. Churchill, was present and urged the completion of the 17-mile gap in the Wolf Creek Highway between Elsie and Sunset Camp. Mr. Lepper also urged the Commission to include the following projects in its 1935 program:

a. Pave Vancouver Avenue, Portland, between Columbia Boulevard and Union Avenue Approach to the Interstate Bridge;

b. Complete construction of the East Portland-Oregon City Highway for four lanes of traffic;

c. Construct proposed Foster Road extension through Happy Valley from Portland to a connection with the Mt. Hood Highway near Sandy;

d. Construct the proposed Front Street arterial highway connection on the west side of the Willamette River in Portland.

Mr. G. M. Vinton, representing the Vinton Company and the Northwest Films Company, presented an offer to advertise and publicize the State of Oregon at the San Diego Fair through the medium of sound and color motion pictures. The Commission took the matter under advisement.

Messrs. S. O. Clodfelter, Sr., and Harlan Clodfelter, Cascade Locks, were present and asked the Commission to reconsider its orders requiring them to remove their gasoline pumps from the sidewalk area in front of their place of business in Cascade Locks. They explained that they have maintained their pumps in the present location for many years, and when the reconstruction of the highway in front of their premises was contracted, the Engineer ordered them to move their pumps off the highway right of way, which they object to because it will interfere seriously with their business. They demanded special consideration because they were the first persons to operate a service station along this highway between Portland and The Dalles. The Commission referred the matter to Chairman Cabell, with power to act. Mr. Cabell stated that he would view the premises in company with the Engineer at an early date and would then advise Mr. Clodfelter definitely in regard thereto.

Mr. Clodfelter also asked the Commission to raise and bring up to





the level of the highway grade, a certain building which he has under lease from the railroad company in Cascade Locks. He said that the entrance to this building was even with the old highway grade but is below the new grade, which is objectionable to his tenant. The Commission's Attorney advised that the Commission has no responsibility in this matter inasmuch as all matters pertaining to the reconstruction of buildings involved in the highway improvement were previously disposed of. Thereupon the Commission denied Mr. Clodfelter's request.

County Judge David F. Graham, Malheur County, was present and submitted the following list of projects for the Commission's consideration in the formulation of its current construction program:

1. Continue construction of the Central Oregon Highway east from Juntura;

2. Construct at the earliest possible date the I-O-N Highway between Rome and Jordan Valley;

3. Improve in the near future the road extending west from Vale through the Vale-Oregon project known locally as Graham Boulevard, and designate this road as a primary state highway;

4. Reconstruct and oil as soon as possible the Central Oregon Highway between Harper and Juntura;

5. Reconstruct and oil the John Day Highway from Jamieson to Brogan;

6. Eliminate dangerous curves on the Old Oregon Trail near Dead Ox Flat, about 7 miles north of Ontario.

Mr. Louis J. Simpson of Shore Acres was present regarding the sale of timber in Cape Arago State Park, Coos County. He gave as his understanding that the Commission has received an offer from a Mr. Count to purchase the spruce timber growing on the easterly 40-acre portion of this park, but the Commission cannot accept the offer because of restrictions in the deed conveying the park to the State, whereby the sale and removal of any timber standing thereon is prohibited. He explained that when he donated the park to the State he wrote that provision in the deed so as to insure that the timber would be preserved for future generations. However, it now appears that the removal of the timber from the easterly portion of the park will not damage the park in any way because it is located on a very steep hillside and is not particularly valuable from a park standpoint. Wherefore, if the Commission desires to accept Mr. Count's offer, he would offer no objection to the removal of the timber from the 40-acre tract in question.

The Parks Engineer, who was present, confirmed Mr. Simpson's statement and recommended the acceptance of Mr. Count's offer to pay $2.00 per thousand for the timber removed from the aforementioned 40-acre tract, with the understanding that the proceeds from the sale shall be used to develop

this park or to acquire additional land adjacent thereto. The Attorney advised that the Commission has legal authority to sell the timber with Mr. Simpson's approval. After considerable discussion the Commission by unanimous vote approved the Parks Engineer's recommendation and authorized the sale of the timber on this 40-acre tract to Mr. Count at his offer of $2.00 per thousand. The Attorney was instructed to secure the written consent of Mr. and Mrs. Simpson to such sale.

Mr. Simpson then brought up for discussion the matter of continuing the survey for the Cape Arago Secondary Highway from its present terminus at Coos Head Park to Cape Arago Park. He offered to give his services to secure an 80-foot right of way along this section if the Commission would cause a survey to be made and descriptions to be written. The Commission took the matter under advisement.

Mr. R. Reierson, Rainier, came before the Commission and asked for consideration of a road extending from the town of Apiary westerly down Oak Ranch Creek to a connection with the Nehalem Secondary Highway near the town of Mist in Columbia County, a survey for which he said has already been made. It was explained to Mr. Reierson that the road to which he refers is a county road under the jurisdiction of the County Court of Columbia County and that he should present his project to that court.

County Judge J. C. Siegmund, Marion County, was present and conferred with the Commission briefly in regard to Marion County road matters in general.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in Room 1206, Benson Hotel, with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

At this time and place and pursuant to notice heretofore published, the Commission publicly opened bids as follows for the purchase of $3,000,000 par value Oregon State Highway bonds bearing date July 1, 1935, and maturing one-twentieth each year beginning with October 1, 1940.

BID OF FIRST NATIONAL BANK OF PORTLAND AND ASSOCIATES

Alternate "A"

"For all or none of Three Million ($3,000,000.) Dollars par value OREGON STATE HIGHWAY BONDS dated July 1st, 1935 and maturing $75,000. October 1st, 1940 and a like amount each six months thereafter, in denomination of $1,000. each, with interest payable semi-annually on April 1st and October 1st of each year, with both principal and interest payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City,





at the option of the holder, in any coin or currency which at the time of payment is legal tender for public and private debts, with

$675,000. MATURING OCTOBER 1ST, 1940 TO OCTOBER 1ST, 1944, DRAWING INTEREST AT THE RATE OF 1 3/4%, with

$750,000. MATURING APRIL 1ST, 1945 TO AND INCLUDING OCTOBER 1ST, 1949, DRAWING INTEREST AT THE RATE OF 2 1/4%, with

$1,575,000. MATURING APRIL 1ST, 1950 THROUGH APRIL 1ST, 1960, DRAWING INTEREST AT THE RATE OF 2 1/2%,

we will pay at the rate of $96.159 per each $100.00 par value, plus accrued interest, from July 1st, 1935 to date of delivery."

Alternate "B"

"For all or none of Two Million ($2,000,000.) Dollars par value OREGON STATE HIGHWAY BONDS dated July 1st, 1935 and maturing $50,000. April 1st, 1947 and $75,000. each six months thereafter, to and including April 1st, 1960, in denominations of $1,000. each, with interest payable semi-annually on April 1st and October 1st of each year, with both principal and interest payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder, in any coin or currency which at the time of payment is legal tender for public and private debts, we will pay at the rate of

$96.05 for each $100.00 par value, plus accrued interest from July 1st, 1935 to date of delivery, drawing interest at the rate of 2 1/2%."

BID OF BLYTH & CO., INC., AND ASSOCIATES

"For all or none of Three Million Dollars ($3,000,000.00) par value, legally issued OREGON STATE HIGHWAY BONDS, bearing date July 1, 1935, maturing, without option of prior redemption, as follows: one-twentieth each year, beginning with October 1, 1940, one-half of the bonds maturing each year being payable on the first day of April and the other half on the first day of October of each year, the first installment in the amount of $75,000.00 maturing on October 1, 1940, the second installment of $75,000.00 maturing on April 1, 1941, and $75,000.00 maturing on each October first and April first thereafter until the full amount has matured; said bonds being in denominations of $1,000.00 each, with interest payable semi-annually on April first and October first of each year, commencing with October 1, 1935; both principal and interest being payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder, in any coin or currency which at the time of payment is legal

tender for public and private debts, all as more fully set forth in the official notice of sale; for all or none of said bonds, we make you the following alternative offers:

(1) For $975,000.00 par value of said bonds, maturing from October 1, 1940 to October 1, 1946, inclusive, bearing interest at the rate of two per cent (2%) per annum, and $2,025,000.00 par value of said bonds, maturing from April 1, 1947 to April 1, 1960, inclusive, bearing interest at the rate of two and one-half per cent (2½%) per annum, we will pay you a price of $95.11 for each one hundred dollars par value thereof, and in addition thereto, accrued interest from date of bonds to date of delivery to us.

or

(2) For $1,275,000.00 par value of said bonds, maturing from October 1, 1940 to October 1, 1948, inclusive, bearing interest at the rate of three per cent (3%) per annum, and $1,725,000.00 par value of said bonds, maturing from April 1, 1949 to April 1, 1960, inclusive, bearing interest at the rate of two and three-quarters per cent (2 3/4%) per annum, we will pay you a price of $100.03 for each one hundred dollars par value thereof, and in addition thereto, accrued interest from date of bonds to date of delivery to us.

BID OF FERRIS & HARDGROVE AND ASSOCIATES

"We will pay $2,850,300.00 and accrued interest for all or no part of $3,000,000 STATE OF OREGON STATE HIGHWAY BONDS bearing interest at the rate of two and two and one-half per cent, dated July 1, 1935 and maturing $75,000 each April 1 and October 1, 1940 to 1960, both inclusive, the first installment in the amount of $75,000 to mature on October 1, 1940 and the last installment in the amount of $75,000 to mature on April 1, 1960, without option of prior redemption and with interest payable semi-annually on April 1 and October 1, commencing with October 1, 1935. The $975,000 bonds maturing from October 1, 1940 to October 1, 1946, both inclusive, are to bear interest at the rate of 2% and the next $2,025,000 bonds maturing from April 1, 1947 to April 1, 1960, both inclusive, are to bear interest at the rate of 2½%."

BID OF JAXTHEIMER & COMPANY AND ASSOCIATES

"As per your advertisement for bids for the total amount or any part not less than $1,000,000 of $3,000,000 par value of Oregon State Highway Bonds to be issued under authority vested in the State Highway Commission as specified in the aforementioned advertisement, bearing date July 1, 1935, maturing as follows: One twentieth each year





beginning with October 1, 1940; the first instellment in the amount of $75,000 to mature on October 1, 1940, the second installment of $75,000 to mature April 1, 1941, and $75,000 to mature on each October first and April first thereafter until the full amount has matured; we bid $2,978,550 for the total amount of $3,000,000 to bear interest at the rate of 2 3/4% which is at the rate of 99.285 per one hundred dollar bond, plus accrued interest to date of delivery.

"As an alternative we will pay as follows: For the first $1,000,000 par value of bonds bearing interest at the rate of 2½% we will pay $1,014,030.00 plus accrued interest to date of delivery being at the rate of $101.403 per one hundred dollar bond.

"For the balance of $2,000,000 par value of bonds bearing interest at the rate of 2 3/4%, we will pay $1,941,200.00 plus accrued interest to date of delivery being at the rate of $97.06 per one hundred dollar bond."

BID OF STATE BOND COMMISSION

"For $1,000,000 in Oregon State Highway Bonds to be sold on July 25, 1935, to be dated July 1, 1935, to bear interest at the rate of 2% per annum payable semi-annually at the office of the Treasurer of the State of Oregon at Salem, Oregon, or at the office of the fiscal agency of the State of Oregon in the City and State of New York at the option of the holder, to mature in semiannual installments of $75,000 each, beginning with the date of October 1, 1940 and ending with the date of October 1, 1946, and in the amount of $25,000 on April 1, 1947, the said bonds to run consecutively by number from the first maturity date to the last maturity date herein specified, we offer for the said $1,000,000 in bonds, delivered at Portland, Oregon, $953.4868 for each $1,000 par value thereof, and accrued interest to date of delivery."

BID OF E. M. ADAMS & CO. AND ASSOCIATES

Alternate "A"

"For $3,000,000 (all or none) legally issued general obligation Oregon State Highway bonds, to be delivered as advertised in Portland, Oregon, or at the Chase National Bank in New York, to be dated July 1, 1935 and to mature at the rate of $75,000 on April first and October first of each year, beginning with October 1, 1940 and continuing until April 1, 1960, said bonds to be in the denomination of $1,000 each, bearing interest at the rate of 2 3/4% per annum, payable semiannually, both principal and interest payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder,

We will pay $98.327 and accrued interest from date of bonds to date of their delivery to us, for each $100 par value of bonds.

"This bid is made for immediate acceptance and prompt delivery of said bonds, you agreeing to deliver to us final approving legal opinion of Messrs. Storey, Thorndike, Palmer & Dodge, together with a full certified transcript of proceedings had incident to the issuance of said bonds.

"We hand you herewith our certified check in the amount of $150,000 as evidence of our good faith in complying with the terms and conditions of this bid, which is to apply as part payment upon delivery of said bonds to us. Said check is to be immediately returned to us if this bid is not accepted. This bid is good for $2,000,000 of bonds provided $1,000,000 average maturities of said bonds are sold to the State Bond Commission."

Alternate "B"

"For $3,000,000 (all or none) legally issued general obligation Oregon State Highway bonds, to be delivered as advertised in Portland, Oregon, or at the Chase National Bank in New York, to be dated July 1, 1935, and to mature at the rate of $75,000 on April first and October first each year, beginning with October 1, 1940, and continuing until April 1, 1960, said bonds to be in the denomination of $1,000 each, bearing interest at the rate of 2½% per annum, payable semiannually, both principal and interest payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder,

We will pay $95.107 and accrued interest from date of bonds to date of their delivery to us, for each $100 par value of bonds.

"This bid is made for immediate acceptance and prompt delivery of said bonds, you agreeing to deliver to us final approving legal opinion of Messrs. Storey, Thorndike, Palmer & Dodge, together with a full certified transcript of proceedings had incident to the issuance of said bonds.

We hand you herewith our certified check in the amount of $150,000 as evidence of our good faith in complying with the terms and conditions of this bid, which is to apply as part payment upon delivery of said bonds to us. Said check is to be immediately returned to us if this bid is not accepted. This bid is good for $2,000,000 of bonds provided $1,000,000 average maturities of said bonds are sold to the State Bond Commission."

Alternate "C"

"For $3,000,000 (all or none) legally issued general obligation





Oregon State Highway bonds, to be delivered as advertised in Portland, Oregon, or at the Chase National Bank in New York, to be dated July 1, 1935, the first $1,350,000 of bonds maturing from October 1, 1940 to April 1st, 1949 inclusive, to bear interest at the rate of 3 1/4% per annum, payable semiannually, and the balance in the amount of $1,650,000 maturing from October 1, 1949 to April 1, 1960, inclusive, to bear interest at the rate of 2 3/4% per annum, payable semiannually, both principal and interest payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder,

We will pay you the par value thereof and accrued interest to date of delivery and a premium of $627.00.

"This bid is made for immediate acceptance and prompt delivery of said bonds, you agreeing to deliver to us final approving legal opinion of Messrs. Storey, Thorndike, Palmer & Dodge, together with a full certified transcript of proceedings had incident to the issuance of said bonds.

"We hand you herewith our certified check in the amount of $150,000 as evidence of our good faith in complying with the terms and conditions of this bid, which is to apply as part payment upon delivery of said bonds to us. Said check is to be immediately returned to us if this bid is not accepted. This bid is good for $2,000,000 of bonds with the exception that the premium be pro rated provided that $1,000,000 average maturities of said bonds are sold to the State Bond Commission."

BID OF HOLT, ROBBINS & WERSCHKUL AND ASSOCIATES

"For all of the Highway Bonds of the State of Oregon described in the enclosed advertisement, which is hereby made a part of this bid, amounting in the aggregate to the par value of $3,000,000, but not for part or less than all, we will pay two million eight hundred and fifty thousand one hundred and forty seven dollars ($2,850,147.00) to bear interest and mature as follows:

"For $375,000 bonds bearing interest at the rate of four per cent (4%) and maturing $75,000 October 1, 1940, and $75,000 semiannually thereafter to and including $75,000 October 1, 1942; and

"For $2,625,000 bonds bearing interest at the rate of two and one-half per cent (2½%) and maturing $75,000 April 1, 1943, and $75,000 semiannually thereafter to and including April 1, 1960:

"And in addition thereto accrued interest to date of delivery."

Each of which said proposals, offers or bids was accompanied by certified check in the amount of five per centum of the par value of the amount of bonds for which the respective bid, offer or proposal was submitted as

required by and in accordance with said resolution and published notice.

The Commission not being fully advised with respect to which of said bids, offers and proposals is the best and offers the lowest rate of interest, Chairman Cabell announced that the Commission must have further time for the consideration of bids received, and would announce its decision at 11:00 o'clock a.m. on the following day in the same room.

A delegation from Columbia County, consisting of Honorable Grace Kent Magruder, Clatskanie; E. R. Rosebraugh, Rainier, Vice President, and E. L. Larsen, Chairman, Road Committee of Lower Columbia Associated Chamber of Commerce; County Judge J. B. Wilkerson and Commissioner J. T. Graham; O. B. Byers; A. G. Held, Rainier; Floyd E. Doris and J. Widows, Clatskanie; and L. R. Rutherford, St. Helens, appeared before the Commission and urged the improvement of the Columbia River Highway through Columbia County. Mr. Larsen was spokesman for the group and introduced the speakers. Mrs. Magruder stated that they would be satisfied with the elimination of crooks and turns in the present highway rather than the reconstruction of the highway on a new location as has been proposed. Mr. Rosebraugh urged the construction of the proposed improvement within the city limits of Rainier extending from the end of the improvement completed last year. Mr. Rutherford urged the Commission to extend the oiling on the Nehalem Highway northerly from last year's improvement.

The State Highway Engineer advised that the Rainier city improvement is now on the Commission's tentative program for this year's construction. Chairman Cabell advised the delegation that the Commission can make no definite commitment of funds at this time but their projects will be given due consideration in the preparation of the final construction program. He called attention to the fact that it does not appear possible to improve the Lower Columbia River Highway as requested because the Commission is obligated under prior agreement with the Bureau of Public Roads to complete first the reconstruction work started several years ago between St. Helens and Portland.

Mr. L. L. Porter, West Linn, came before the Commission and renewed the request of the people of his community for the improvement of the Pacific Highway between Oswego and West Linn, in Clackamas County. He also asked the Commission to consider in its plans the reconstruction of the Portland-Oswego Section of this highway along the river front; which project, he said, has the endorsement of the Portland City Planning Board, for which, possibly, the Southern Pacific right of way could be utilized in the event the railroad company abandons its Oswego line. He stated that there is very strong sentiment in Portland for this improvement. Mr. Porter was advised that his projects would be considered by the Commission at the proper time.

L. G. Apperson, City Engineer of Portland, was present and asked the Commission to revise its railroad grade elimination program by substituting for the three Portland O. W. R. & N. Company projects listed therein a railroad grade elimination project on East 39th Avenue, Portland, He was advised by the Commission that the matter would be given consideration. The





Commission discussed this matter later in the session with W. H. Lynch, District Engineer, Bureau of Public Roads, who stated that he could not approve the 39th Avenue project because it did not meet the federal requirements for the expenditure of the grade elimination moneys by eliminating an existing crossing. He pointed out that 39th Avenue does not now cross the railroad. The Commission thereupon voted unanimously to deny Mr. Apperson's request.

Reconsideration was given by the Commission at this time to the arrangement of a program for the new federal moneys. W. H. Lynch, District Engineer, Bureau of Public Roads, was present and advised that if the Commission so desires it can adopt the Government's alternate plan for a portion of the relief moneys as explained on the previous evening, but the Government will not approve the adoption of such a plan for less than 10% of the total amount available. The State Highway Engineer recommended, as an experiment, the adoption of the alternate plan for 20% of the total of the relief moneys and that the amount be increased later if the experiment proves satisfactory. After some discussion the Commission approved the Engineer's recommendation by unanimous vote and thereupon signed an agreement with the Federal Government covering the matter.

The Engineer brought up for discussion the matter of wage rates to be paid men employed on federal aid and relief projects. The question arose whether or not relief workers should be paid the same wage as men employed on regular federal aid projects and particularly in those cases where relief moneys are to be used in conjunction with regular federal aid funds. It was pointed out that, ordinarily, relief workers are not as efficient as the class of men who would be employed on federal aid projects and would not be entitled to as much pay for their services; on the other hand, if they are not paid the same wage, especially on projects where both classes of men are employed, difficulties will be encountered which will be hard to overcome. The State Highway Engineer recommended the adoption of the following wage rates on all classes of projects: Common labor, 50¢ per hour; intermediate labor, 75¢ per hour; skilled labor $1.20 per hour. After considerable discussion and in view of the circumstances, the Commission voted unanimously to adopt the wage rates recommended by the Engineer, subject to concurrence by Lacey V. Murrow, Director of Highways, State of Washington, and C. C. Hockley, Acting Director, State of Oregon, Public Works Administration.

The motion was made by Commissioner Aldrich and was seconded by Commissioner Washburne. The State Highway Engineer was instructed to arrange a conference with Mr. Murrow and Mr. Hockley and other interested persons for further discussion of the matter.

The Engineer also brought up for discussion the matter of board deduction to be charged men employed on contract work. He recommended the continuation of the $1.00 per day board deduction heretofore in effect. The Commission approved his recommendation by unanimous vote.

The Commission discussed the matter of financing the Junction City-Eugene and Siskiyou projects and tentatively allocated for such work the following amounts: $120,000 railroad grade elimination money and $200,000 relief money for the construction of the Junction City-Eugene project, including

grading and a railroad grade elimination structure, and $145,000 of relief money for grading heavy cuts on the Siskiyou project. It was also agreed unanimously by the Commission to finance the paving of the Eugene-Junction City project from the first future federal aid allotment that Oregon receives from the Federal Government.

The Commission had under consideration matters pertaining to the refinancing of the Coast Highway bridge construction with the proceeds of the sale of general obligation bonds for which bids were received this day, and particularly the offer of the Ladd and Bush Bank, Salem, to purchase bridge revenue bonds in the amount of $2,200,000, which is necessary in connection with this matter, to satisfy the requirements of the Secretary of State. After a full discussion of this matter, the Commission accepted the offer of Ladd and Bush Bank and adopted, by unanimous vote, the following resolution in regard thereto upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, pursuant to the provisions of Chapter 9, Oregon Laws, 1933, second special session, the Highway Commission entered into an agreement with the United States of America for a loan and grant of funds with which to build the Oregon Coast Highway Bridges and as a part of said agreement and pursuant to the provisions of said chapter the Commission issued $4,200,000 aggregate principal amount of Oregon Coast Highway Bridge Revenue Bonds of which issue $2,000,000 aggregate principal amount of such bonds have been sold and delivered to the United States Government, thereby leaving $2,200,000 in the custody and ownership of the Highway Commission; and

WHEREAS, pursuant to the provisions of Chapter 297, Oregon Laws, 1935, the Highway Commission is authorized to operate said bridges free of tolls and pay the principal of and interest on the said bonds out of funds under the control of the Highway Commission; and

WHEREAS, the Federal Government has relieved the State Highway Commission from any obligation to sell and deliver to the Federal Government any part of said $2,200,000 and has given consent to the sale and delivery of said bonds to any other buyer or buyers; and

WHEREAS, Ladd & Bush, a banking institution of Salem, Oregon, has offered to purchase in blocks of $500,000, or less, at a time the said $2,200,000 aggregate principal and amount of said Revenue Bonds and pay therefor par value plus accrued interest to date of delivery; and

WHEREAS, the Secretary of State of the State of Oregon has ruled that funds to complete said bridges must first be procured as a result of the sale of said $2,200,000 and that said bonds can subsequently be paid, both as to principal and interest, with any funds under the control of the Highway Commission;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and participating, as follows:





1. That the offer of Ladd & Bush to purchase the said Bridge Revenue Bonds in the principal aggregate amount of $2,200,000 in blocks of $500,000, or less, be accepted, the purchase price to be an amount equal to the par value of such bonds plus accrued interest to date of delivery thereof.

2. That J. M. Devers, as Attorney for the State Highway Commission, be and he hereby is instructed from time to time, as funds are required to pay estimates due on contracts awarded for the construction of said bridges, to deliver to said Ladd & Bush said Bridge Revenue Bonds in blocks of $500,000, or less, and deposit the purchase price thereof with The United States National Bank of Portland, Portland, Oregon, to be disbursed by the Highway Commission in the payment of the cost of the construction of said bridges.

3. That on or before fifteen days from the date of delivery of any of said bonds to Ladd & Bush and receipt of the purchase price therefor the said J. M. Devers be and he hereby is instructed to repurchase any bonds theretofore sold to Ladd & Bush pursuant to the provisions of this resolution. The repurchase price of said bonds shall be an amount of money equal to the par value of the bonds repurchased plus accrued interest to the date of delivery of said bonds by the Bank to the State.

4. That a proper voucher be prepared for the approval of this Commission calling for a warrant by the Secretary of State drawn against funds under the control of the Highway Commission, which warrant shall be of sufficient amount to pay the purchase price of any particular block of bonds to be repurchased from the said Ladd & Bush pursuant to the provisions of this resolution and pursuant to the written agreement between the State Highway Commission and Ladd & Bush covering the sale and delivery of any particular block of bonds.

The Commission also considered and signed an agreement with Ladd & Bush Bank providing for the purchase of bridge revenue bonds as set forth in the foregoing resolution.

The Attorney reported the receipt of a telegram from C. C. Hockley, Acting State Director for Oregon, Public Works Administration, advising that the Public Works Administration Finance Director, Washington, D. C., has authorized the State Highway Commission to withdraw from sale $2,200,000 undelivered bridge revenue bonds and that the Public Works Administration cannot legally permit repurchase of bonds now held by the Public Works Administration at less than their full market value. The Attorney also reported that he has requested from Mr. Hockley an explanation as to what the Public Works Administration means by the expression "at less than their full market value" but has not yet received a reply thereto. After some discussion, the Commission, by unanimous vote, instructed the Attorney to telegraph the officials of the Public Works Administration, Washington, D. C., and request their approval for the State to repurchase, at par plus accrued interest, the $2,000,000 bridge revenue bonds heretofore sold by the State to the Federal Government. In this connection the Commission decided to use, if possible,

State Highway Funds now on deposit in the State Treasurer's office to repurchase the bridge revenue bonds from the Public Works Administration rather than to wait for the proceeds from the sale of the general obligation bonds, bids for which were received today. The following resolution in regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

WHEREAS, pursuant to the provisions of Chapter 9, Oregon Laws, 1933, second special session, the State of Oregon through its State Highway Commission entered into a Loan and Grant Agreement with the United States of America, through the Public Works Administration, whereby the State sold and the Government purchased $4,200,000 aggregate principal amount of Oregon Coast Highway Bridge Revenue Bonds, of which amount $2,000,000 aggregate principal amount has already been delivered to the Government and the Government has paid the purchase price therefor; and

WHEREAS, under authority of Chapter 297, Oregon Laws, 1935, the State, through its State Highway Commission, is authorized to redeem the said $2,000,000 aggregate principal amount of said Bridge Revenue Bonds by purchasing the said bonds from the Government and thereafter cancelling the same, the purchase price to be paid out of any highway revenues subject to the control of the State Highway Commission; and

WHEREAS, the State Highway Commission has offered to purchase said $2,000,000 aggregate principal amount of said Revenue Bonds at par, plus accrued interest to date of delivery and payment therefor, and the Government has accepted said offer and has agreed to sell to the State the said bonds, payment of the par value thereof plus accrued interest to be made August 19, 1935, at the Federal Reserve Bank of San Francisco, Portland Branch; and

WHEREAS, there is in the State Treasury subject to the control of the State Highway Commission sufficient funds to pay the purchase price of said bonds plus the accrued interest thereon, which said highway revenue funds in the State Treasury will be augmented by the sum of $3,000,000, the same being the proceeds derived from the $3,000,000 aggregate principal amount of highway bonds sold by the Commission to the First National Bank and its associates on July 26, 1935, which said bonds will be delivered and the purchase price therefor paid on or before the 19th day of August, 1935;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and participating, as follows:

1. That the Commission purchase from the United States of America the $2,000,000 aggregate principal amount of Oregon Coast Highway Bridge Revenue Revenue Bonds heretofore sold and delivered to the Government under the provisions of the Loan and Grant Agreement made and executed March 30, 1934, under the authority of Chapter 9, Oregon Laws, 1933, second special session, and pay therefor the par value of said bonds





plus accrued interest up to and including August 19, 1935.

2. That a voucher be prepared and approved by this Commission calling for a warrant from the Secretary of State drawn against revenues on deposit in the State Treasury and subject to the control of the Commission and made payable to the Federal Reserve Bank of San Francisco, Portland Branch, in the full amount of $2,000,000, representing the par value of said bonds; and that a second voucher be prepared and approved by this Commission calling for a warrant drawn by the Secretary of State and made payable out of revenues in the State Treasury subject to the control of the Commission in the sum of $37,333.33, being the accrued interest on said bonds from March 1, 1935, to August 19, 1935.

3. That J. M. Devers, as Attorney for the Commission, be and he hereby is instructed to take said warrants and deliver them to the said bank in payment of said purchase price of said bonds and the accrued interest thereon and receive and accept from said bank the said $2,000,000 aggregate principal amount of Oregon Coast Highway Bridge Revenue Bonds, having attached thereto all unmatured and unpaid interest coupons including the interest coupons due September 1, 1935.

4. That the said J. M. Devers be and he hereby is instructed and directed upon receipt of said bonds from the said bank to completely and fully cancel the said bonds and the coupons attached thereto and thereafter file the same with the State Treasurer, taking his receipt therefor, which receipt shall be filed in the permanent records of the State Highway Commission at Salem, Oregon.

The Commission signed an application directed to the Federal Emergency Administration of Public Works for an amendment to the Coast Highway bridge loan and grant agreement to provide for the following changes in said agreement:

a. For the conversion of said agreement into a grant agreement only, the amount of the grant to be the amount of the grant issued under the original agreement.

b. To provide for the purchase from the Public Works Administration of the bridge revenue bonds heretofore sold or which may hereafter be sold to the Administration.

c. Authorize the State to sell to a buyer or buyers other than the Administration $2,200,000 aggregate principal amount of the revenue bonds now in the custody of the State.

d. Provision for the use of the Coast Highway bridges toll free.

e. Provision authorizing the State to designate the State

Treasurer of the State of Oregon as a depository for funds received from the sale of bonds not yet delivered to the Government.

The Commission also signed an agreement with the Gardiner Mill Company, Gardiner, Oregon, disposing of a condemnation case involving the Gardiner Mill property at Gardiner, which property is to be used as a right of way for the north approach to the Umpqua River Bridge at that place.

The Commission adjourned at 6:45 o'clock p. m. to reconvene at 8:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 8:30 o'clock p. m. in Room 1206, Benson Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Engineer discussed with the Commission the alternate route proposed for the East Portland-Oregon City Highway through the city of Oregon City. He exhibited a map showing the various routes and pointed out the advantages and disadvantages of each. He also gave figures to show the estimated cost to construct each route. The Commission indicated that it would be advisable to postpone this project indefinitely because of the high cost of construction and right of way and the limited amount of funds available to finance the project.

The discussion brought out that it would cost not more than twice as much to construct an entirely new highway, approximately 16 miles in length, between Portland and Aurora, via Wilsonville, (including a bridge over the Willamette River near Wilsonville) than to construct the one mile through Oregon City. However, the Commission took no action thereon. It was also brought out in the discussion that an amount has already been set up in the Commission's tentative program for railroad grade crossing elimination projects to reconstruct the present Pacific Highway undercrossing in Oregon City. The Commission decided to hold these funds in abeyance for the time being, pending the outcome of the Oregon City project.

The Commission had under consideration the adoption of a construction program for the federal funds available for highway construction purposes during the year 1935 and 1936 in the following amounts: Regular Federal Aid, $3,600,000 (includes the amount previously programmed on June 25, 1935); Highway Relief, $3,038,642; Railroad Grade Separation, $2,334,204; Federal Lands Highways, $174,331. After full discussion and careful study of the list of projects submitted by the Engineer, the following tentative program for such funds was adopted by the Commission by unanimous vote, subject to approval by E. J. Griffith, State Administrator, Works Progress Administration, Edgar Freed, State Director, National Emergency Council, and W. H. Lynch, District Engineer, Bureau of Public Roads, and the railroad companies which are interested in the railroad grade elimination projects, with whom the Engineer was instructed to arrange a conference at the earliest convenient time.

JUL 25 1935



TENTATIVE REGULAR FEDERAL AID PROGRAM
1935

| Div. No. | Project | Estimated Cost | Multnomah County |
|---|---|---|---|
| No. 1 | Eagle Creek Bridge | $ 95,000 | $ 95,000 |
| " | Bonneville-Eagle Creek, Grading and Paving | 172,000 | 172,000 |
| " | Linnton-Columbia County Line, Grading and Paving | 130,000 | 130,000 |
| " | Project in City of Portland (To be selected) | 220,000 | 220,000 |
| " | Milwaukie-Oregon City, Paving | 190,000 | - - |
| " | Molalla River Bridge | 70,000 | - - |
| " | Rex Hill, Grading and Paving | 195,920 | - - |
| " | Salem-South, Grading | 70,000 | - - |
| " | Wapinitia Highway | 155,000 | - - |
| " | Wolf Creek Highway, Bridges | 42,000 | - - |
| " | Landscaping in Division No. 1 | 36,000 | - - |
| | Sub-totals, Division No. 1 | $1,375,920 | $617,000 |
| No. 2 | Turkey Hill Section (Near Oakland, Grad. & Pav.) | 116,800 | - - |
| " | Siskiyou Mt. Section, Grading | 120,000 | - - |
| " | Approaches to Coos Bay Bridge, Grad. and Surf. | 90,000 | - - |
| " | Approaches to Umpqua Bridge, Grad. and Surf. | 170,000 | - - |
| " | Smith River Bridge (Gardiner) | 125,000 | - - |
| " | Landscaping in Division No. 2 | 10,000 | - - |
| | Sub-totals, Division No. 2 | $631,800 | $ - - |
| No. 3 | Redmond-Bend, Grading $50,000 | | |
| " | " " , Bridges 27,000 | $ 77,000 | - - |
| " | Prineville-Ochoco Dam, Widen, Surf. and Oil | 80,000 | - - |
| " | Silver Lake-Horse Ranch, Surf. and Oil (16.3 Mi.) | 116,000 | - - |
| " | Valley Falls-Paisley, Widen, Surf. and Oil(15 Mi.) | 123,411 | - - |
| " | Green Springs-Midland, Surface and Oil | 110,000 | - - |
| " | Klamath River Bridge and Overcrossing | 176,000 | - - |
| | Sub-totals, Division No. 3 | $682,411 | $ - - |

JUL 25 1935

## TENTATIVE REGULAR FEDERAL AID PROGRAM
1935

(con.)

| Div. No. | Project | | Estimated Cost | Multnomah County |
|---|---|---|---|---|
| No. 4 | Pendleton-Stanfield, Grading | | $144,869 | - - |
| " | Emigrant Hill-Emigrant Springs, East Unit | | 170,000 | - - |
| " | Gales-Tunnel, Grading and Top | | 200,000 | - - |
| " | Rock Creek-Wallowa, Regrade, Surf. & Oil | $62,000 | | |
| " | " " " , Bridges | 38,000 | 100,000 | - - |
| " | Juntura-Chimney Creek, Grading and Top | | 85,000 | - - |
| " | Burton Canyon-Spray, Regrade, Surf. & Oil (5 Mi.) | | 105,000 | - - |
| " | Valades Ranch-Stewart Bridge, Regrade, Surf. & Oil | | 105,000 | - - |
| | Sub-totals, Division No. 4 | | $909,869 | $ - - |

### SUMMARY

| | | |
|---|---|---|
| Division No. 1 | $1, 375,920 | $617,000 |
| " No. 2 | 631,800 | - - |
| " No. 3 | 682,411 | - - |
| " No. 4 | 909,869 | - - |
| Totals | $3,600,000 | $617,000 |

JUL 25 1935



## TENTATIVE HIGHWAY RELIEF PROGRAM
1935

| Div. No. | Project | Estimated Cost | County Roads | Municipalities & Metro.Areas | Multnomah County |
|---|---|---|---|---|---|
| | (Projects under alternate plan) | | | | |
| 1 | Project in City of Portland | $180,000 | $ - - | $180,000 | $180,000 |
| 1 | Santiam Highway Bridges | 28,000 | - - | - - | - - |
| 1 | Wilson River Highway, Brs. & Culverts | 30,000 | - - | - - | - - |
| 1 | Astoria, Grading & Paving | 33,000 | - - | 33,000 | - - |
| 1 | Rainier, Paving | 40,000 | - - | 40,000 | - - |
| 1 | Approach, Alsea Bay Bridge | 16,000 | - - | 16,000 | - - |
| 1 | South Approach, Yaquina Bay Bridge | 48,000 | - - | - - | - - |
| 1 | Silverton-Silver Creek Falls, Resurf. & Oil | 80,000 | - - | - - | - - |
| 1 | Clackamas R. Bridge at Estacada | 90,000 | - - | 90,000 | - - |
| 1 | Champoeg-Aurora, Resurf. & Oil | 25,000 | 25,000 | - - | - - |
| | (Projects with $1,400 Labor Requirement) | | | | |
| 1 | Project in City of Portland | 100,000 | - - | 100,000 | 100,000 |
| 1 | County Roads in Multnomah County | 300,000 | 300,000 | - - | 300,000 |
| 1 | Wolf Creek Hwy., West End, Grad. | 250,000 | - - | - - | - - |
| 1 | Wolf Creek Hwy., Tillamook County Line-Sunset Camp, Grading | 200,000 | - - | - - | - - |
| 1 | Wilson River Hwy., West End, Grad. | 220,000 | - - | - - | - - |
| 1 | Neahkahnie Mtn., Grading | 150,000 | - - | - - | - - |
| 1 | Oregon City, Grading | 135,505 | - - | 135,505 | - - |
| 1 | Salem-South, Grading | 53,669 | - - | 53,669 | - - |
| 1 | South Santiam Hwy. (Sheep Creek-Crazy Creek) | 100,000 | - - | - - | - - |
| 1 | Toledo-Olalla Creek, Grading | 105,000 | - - | - - | - - |
| 1 | Foster Road (Clackamas County) | 100,000 | 100,000 | - - | - - |
| 1 | Rickreall-Dolph Corner, 4.4 Mi.Grad. | 135,000 | 135,000 | - - | - - |
| 1 | County Roads in Columbia County | 25,000 | 25,000 | - - | - - |
| 1 | Landscaping in Division No. 1 | 30,000 | - - | - - | - - |
| | Sub-totals, Division No. 1 | $2,474,174 | $585,000 | $648,174 | $580,000 |
| 2 | Siskiyou Mountain, Grading | 125,000 | - - | - - | - - |
| 2 | Junction City-Eugene, Grading | 200,000 | - - | 200,000 | - - |
| 2 | Eugene-Swisshome Hwy. (Route F) | 25,000 | 25,000 | - - | - - |
| 2 | Project in Josephine County | 39,139 | 39,139 | - - | - - |
| | Sub-totals, Division No. 2 | $389,139 | $64,139 | $200,000 | $ - - |
| 3 | (None) | | | | |
| | (Projects under alternate plan) | | | | |
| 4 | Island City-Cove | $40,329 | $ - - | $ - - | $ - - |
| 4 | Monument Bridge | 50,000 | 50,000 | - - | - - |
| 4 | I.O.N. Hwy.,Grad.on Private Land | 35,000 | 35,000 | - - | - - |
| 4 | I.O.N. Hwy.,Bridge | 50,000 | 50,000 | - - | - - |
| | Sub-total, Division No. 4 | $175,329 | $135,000 | $ - - | $ - - |

JUL 25 1935

## S U M M A R Y

| | Estimated Cost | County Roads | Municipalities & Metro.Areas | Multnomah County |
|---|---|---|---|---|
| Division No. 1 | $2,474,174 | $585,000 | $648,174 | $580,000 |
| Division No. 2 | 389,139 | 64,139 | 200,000 | - - |
| Division No. 3 | - - | - - | - - | - - |
| Division No. 4 | 175,329 | 135,000 | - - | - - |
| Total | $3,038,642 | $784,139 | $848,174 | $580,000 |

## TENTATIVE GRADE SEPARATION PROGRAM
1935

| Div. No. | Project | Estimated Cost | Secondary Roads | Multnomah County |
|---|---|---|---|---|
| 1 | O.W.R.& N. Co., Craig Road (102nd Ave.) | $138,000 | $138,000 | $138,000 |
| 1 | O.W.R.& N. Co., Buckley Road | 108,000 | 108,000 | 108,000 |
| 1 | O.W.R.& N. Co., Barker Road | 82,409 | 82,409 | 82,409 |
| 1 | O.W.R & N. Co., Barr Road (Halsey St.) | 65,000 | 65,000 | 65,000 |
| 1 | Sou. Pac. Ry., Union Ave., Portland | 262,000 | - - | 262,000 |
| 1 | Sou. Pac. Ry., Oregon City | 264,000 | - - | - - |
| 1 | Sou. Pac. Ry., Salem | 305,000 | - - | - - |
| 1 | Ore. Elect. Ry., Metzger | 74,000 | 74,000 | - - |
| 1 | United Railways, Nehalem Boom | 54,000 | - - | 54,000 |
| | Sub-totals, Division No. 1 | $1,352,409 | $467,409 | $709,409 |
| 2 | Sou. Pac. Ry., Siskiyou Mts. | 205,000 | - - | - - |
| 2 | Sou. Pac. Ry., Eugene | 120,449 | - - | - - |
| | Sub-totals, Division No. 2 | $325,449 | $ - - | $ - - |
| 3 | O.W.R.& N. Co., Spanish Hollow | 85,000 | - - | - - |
| 3 | O.W.R.& N. Co., Big Eddy | 165,000 | - - | - - |
| 3 | Sou. Pac. Ry., Klam. Falls-Midland | 45,000 | - - | - - |
| 3 | O.C.& E. Ry., Dairy | 85,000 | 85,000 | - - |
| 3 | O.C.& E. Ry., Olene | 44,413 | 44,413 | - - |
| | Sub-totals, Division No. 3 | $424,413 | $129,413 | $ - - |
| 4 | O.W.R.& N. Co. and Nor. Pac., Pendleton (N. P. $77,311) | 231,933 | - - | - - |
| | Sub-totals, Division No. 4 | $231,933 | $ - - | $ - - |

JUL 25 1935



## S U M M A R Y

| | Estimated Cost | Secondary Roads | Multnomah County |
|---|---|---|---|
| Division No. 1 | $1,352,409 | $467,409 | $709,409 |
| " " 2 | 325,449 | - - | - - |
| " " 3 | 424,413 | 129,413 | - - |
| " " 4 | 231,933 | - - | - - |
| Totals | $2,334,204 | $596,822 | $709,409 |

| | | |
|---|---|---|
| Southern Pacific Company | $1,201,449 | 51.47% |
| O. W. R. & N. Company | 798,031 | 34.19 |
| Oregon Electric | 74,000 | 3.17 |
| Oregon California & Eastern | 129,413 | 5.54 |
| Northern Pacific | 77,311 | 3.31 |
| United Railways | 54,000 | 2.32 |
| | $2,334,204 | 100.00% |

## TENTATIVE FEDERAL LANDS HIGHWAYS PROGRAM
1935

| Division No. | Project | Estimated Cost |
|---|---|---|
| 1 | None | $ - - |
| 2 | None | - - |
| 3 | Warm Springs Highway | 37,331 |
| | Sub-total, Division No. 3 | $ 37,331 |
| 4 | Juntura-Chimney Creek | 17,000 |
| | Nigger Flat | 35,000 |
| | I. O. N. Highway | 85,000 |
| | Sub-total, Division No. 4 | $137,000 |

## S U M M A R Y

| | |
|---|---|
| Division No. 1 | $ - - |
| " " 2 | - - |
| " " 3 | 37,331 |
| " " 4 | 137,000 |
| Total | $174,331 |

JUL 25 1935

The Commission approved the minutes of the meeting held on May 1 and 2 and on May 15, 1935. The Commission also approved and ordered entered in the minutes of the meeting held on May 15 the resolution regarding acquisition of right of way for the improvement of the Oregon Coast Highway through the property of the Gardiner Mill Company of Gardiner, Douglas County.

The Commission had under consideration the matter of the award of the contract for the construction of the La Grande Undercrossing Section of the Wallowa Lake Highway in the city of La Grande, bids for which were taken by the Commission on June 6. The Attorney advised that the 3-party agreement covering this matter has been executed by the railroad company, the City of La Grande and the Commission, and that the petition directed to the Public Utilities Commissioner requesting a hearing on the subject has also been signed by all three parties. He pointed out that as a part of the transaction, it is necessary that the City pass an ordinance giving the railroad company certain specific rights and franchises over certain streets and, while this ordinance is now on its way through the regular routine for passage, it will require about 30 days before it reaches the stage where it can be defeated or referred to the people. He also advised that Mr. F. N. Finch, representing the railroad company, will not consent to anything being done in connection with this project until the ordinance has become effective. He gave as his thought that all bids received for this project should be rejected and the project readvertised when legal matters in connection therewith have been disposed of.

The State Highway Engineer also recommended the rejection of all bids received for this project unless the contractor will consent to deferment of the award pending satisfactory solution of the legal matter. Mr. L. H. Hoffman, representing the Hoffman Construction Company, which submitted the low bid on June 6 for this project, came before the Commission and stated the willingness of his company to wait another 30 days and to waive any claim for extra compensation based on the delay in awarding the contract except a claim for an extended period of time in which to complete the contract. The Commission told Mr. Hoffman that his offer would be accepted if submitted in writing. Mr. Hoffman presented a letter to that effect later in the session, which was accepted by the Commission.

The Commission instructed the Engineer hereafter to defer advertising for bids for projects of this kind until controversial details in connection therewith have been satisfactorily disposed of and the required order from the Public Utilities Commissioner, authorizing the project, has been secured.

A letter was presented from Hon. William T. Campbell, County Judge of Morrow County, requesting relief from the payment of $100.00 for the old Rhea Creek bridge located on the Wasco-Heppner Secondary Highway, which bridge the Commission previously consented to sell to the County for $100.00 if the County would remove it and clean up the site satisfactorily.

The Engineer advised that the State's contractor for the new bridge





has already dismantled the old structure and piled it at the side of the road and if the County is financially unable to pay the sum of $100.00 for the salvaged parts they will be a complete loss because they are of no use to the State and have no appreciable salvage value. He recommended that the County be relieved of the payment of the amount previously demanded by the State provided the County will take the bridge away and will clean up the premises. After some discussion, the Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from the Port of Umpqua Commission requesting reimbursement in the sum of $350 for the cost of removing certain falsework and a tramway at the Umpqua River Bridge which is now being constructed at Reedsport, to allow their dredge "Umpqua" to pass beneath this bridge. The Engineer advised that this matter was before the Commission over a year ago and at that time the Port of Umpqua was given every opportunity to remove their dredge before the bridge contractor had completed the construction of said false-work across the river channel, it being a matter of fact that the contractor's operations were held up two or three days to accommodate the Port in this regard. He further advised that the Port of Umpqua did not take advantage of the opportunity offered and as a consequence, when they got ready to move their dredge several months later they found it necessary to take out some of the bridge false-work, for which, naturally, the bridge contractor desired and was entitled to certain compensation, and accordingly billed the Port for such expense. He gave as his thought that, under the circumstances, the State is not interested in the payment of this claim and recommended that it be denied. The Commission approved the Engineer's recommendation by unanimous vote and instructed him to so inform the Port of Umpqua.

The Commission had under consideration the matter of collecting delinquent rentals from E. N. Boylen, Pendleton, who operates a concession in Sunset Inn State Park, Umatilla County, under lease from the State Highway Commission. It appears that Mr. Boylen is delinquent in the payment of 1934 and 1935 rentals in the sum of about $100.00 and that he refuses to acknowledge numerous statements and letters which have been sent to him regarding the matter. It was the thought of the Commission that Mr. Boylen should be evicted from the premises if he did not pay the delinquent rentals within a reasonable time. The Attorney was instructed to so inform Mr. Boylen and to request of him early settlement so that it would not be necessary for the Commission to take such drastic action.

The Engineer reported the need of additional storage room at the Salem Shops to house the equipment of the section crew operating in the Salem District, and other equipment which is now stored in the open because the storage bays are all in use. He estimated that a suitable storage building could be constructed on the easterly side of the shop premises for about $3000 and requested authority to make such expenditure. The Commission approved the Engineer's request by unanimous vote.

The Commission had under consideration the offer of the County Court of Clatsop County to donate to the State Highway Commission a maintenance headquarters site in the City of Astoria described as all of Lots 18 to

32, inclusive, of Block 45, Taylor's Addition. The Engineer advised that the property in question has been inspected and found very suitable for a maintenance headquarters site. He recommended that the offer of the Clatsop County Court be accepted with the understanding that the Commission is under no obligation to construct a maintenance building on the site until next year. After due consideration of this matter, the Commission accepted the Engineer's recommendation by unanimous vote.

The Engineer requested authority to purchase 20 push-type snow plows, at a total estimated cost of $2800, for use on Chevrolet and Ford trucks operating on maintenance sections. The Commission approved the purchase by unanimous vote with the understanding that the deal would be consummated through the Board of Control in accordance with the usual practice.

The Commission had under consideration a letter from Hon. Rufus C. Holman, State Treasurer, proposing a plan for the collection of fines imposed by Justices of the Peace, which fines are not, in many instances, turned over to the state for the benefit of the State Highway Fund as required by law, and for the collection of moneys and real property which are subject to escheat to the common school fund. The Engineer read Mr. Holman's letter, which suggested the employment of former Senator A. W. Orton, attorney, for this work at a salary of $150 per month with travelling expenses, and that one-half of such salary and expense be paid by the State Highway Commission and the remainder by the State Land Board.

The Engineer stated that it would be a good idea to cooperate with Mr. Holman in this matter, provided the State Highway Department is not required to pay more than its just share of the expense of the collections, and provided, further, that the employment of the collection attorney be delegated to the Attorney General for the State, who should fix the salary of such attorney. It was the opinion of the Commission that if this plan is adopted by all parties concerned, the obligation of the State Highway Department should be limited to its pro rata share of the total cost of collections; and accordingly, after further discussion of the subject, Chairman Cabell was authorized by the Commission to write Mr. Holman accepting his proposition on that basis.

The Commission had under discussion the report of the Attorney regarding mining operations under the city streets of Jacksonville, Jackson County, together with a resolution adopted by the City Council of Jacksonville criticizing the Commission for the stand that it has taken in regard to this matter. The Commission ordered the report and the resolution filed in the department records.

The Engineer reported that, as instructed by the Commission at its meeting on June 25, he ordered an investigation of the large fir tree which was felled by Messrs. William Lutzerhauser and Gus Reinhart on the Siuslaw Highway, and it has been found that the tree was actually growing on the highway right of way when cut and that these men violated the statute in felling it without permission. He reported further that these men obtained no benefit from the tree, because they were required by the Division Engineer to cut





it up in stove-wood lengths and to pile it at the Highway Department's maintenance building at Goldson for use in heating oil, in view of which the Commission might consider that they have already received sufficient punishment. After due consideration of this matter the Commission decided under the circumstances not to prosecute these men. However, the Attorney was instructed to contact them and explain to them the seriousness of their offense when he is next in that vicinity.

A notice was presented from Col. Thomas M. Robbins, Division Engineer, U. S. War Department, Portland, having to do with the proposed flood protection projects along the Lower Columbia River in Multnomah, Columbia, and Clatsop Counties, the terms of which contemplate that the states or municipalities benefited thereby shall pay for all rights of way and one-half the cost of construction, and shall agree to maintain the improvements subsequent to construction. The Engineer gave as his thought that the State Highway Commission is not interested in this matter because, so far as he can recall, no serious damage has ever occurred to the Lower Columbia River Highway due to Columbia River floods. In view of the Engineer's report the Commission ordered the communication filed in the department records without action.

The Engineer reported that, as instructed by the Commission at the previous meeting, he directed a letter to the State Land Board and requested reconsideration of its decision in regard to the acquisition of its property which is needed by the State Highway Department as a source of road building materials for the improvement of the Central Oregon Highway in Harney County, and that he received a reply from the Clerk of the Board to the effect that the Board considered his letter but did not rescind the action previously taken; wherefore, if the Highway Commission wishes to secure gravel from the property in question, it would have to pay a royalty of 3¢ per cubic yard for all gravel removed. After some discussion the Commission decided to let the matter rest for the time being.

The Engineer brought up for discussion the matter of moving the Cameron Service Station adjacent to the Middleton-Newberg Section of the West Side Pacific Highway in Washington County. He explained that right of way for the construction of another link of the Rex Hill project has been acquired and when the options were taken arrangements were made with the property owners for the buildings to be left in their present location until construction operations require their removal. However, Mrs. Cameron desires her buildings removed now rather than later on, which involves an expenditure of about $2,000 of state money. He recommended, in view of the circumstances and the fact that the Commission proposes to contract the grading of another section of this highway in the near future, that the Commission approve the moving of Mrs. Cameron's buildings from the new right of way this summer and also the removal of any other buildings that are now located on the new right of way within the limits of the proposed grading project. After a full discussion of this matter, the Commission adopted the Engineer's recommendation by unanimous vote and authorized him to advertise for bids for the removal of all of the buildings located within the limits of the proposed project.

A letter was presented from Mr. Wm. F. Kausen, Ferndale, California, in which the Commission was requested to construct a cattle pass under the Coos Bay-Roseburg Highway between Myrtle Point and Coquille where this highway passes through his ranch, in order to provide safe passage for his stock. The Engineer advised that it would cost about $1700 to construct the simplest kind of cattle pass at this location and he recommended that the request be denied as a matter of policy, it being his thought that if the Commission built this particular cattle pass it would be necessary to build them in many other locations throughout the state where similar conditions exist, which would eventually cost the state a large sum of money that is badly needed for other purposes at this time. The Attorney advised that from the legal standpoint Mr. Kausen has authority to construct his own cattle pass if he so desires. After some discussion the Commission instructed the Secretary to inform Mr.Kausen that the Commission finds it necessary to deny his request for this cattle pass but will grant him permission to construct his own cattle pass if he so desires and will apply for such permit.

Commissioner Washburne reported the receipt of complaints regarding sheep running at large on the Pacific Highway in Douglas County endangering the traffic on this highway. The Attorney was instructed to advise the Commission as to its legal rights to control this matter and to render a report thereon at the next meeting.

The Secretary reported that, as instructed by the Commission, he directed a letter to the City Council of Ashland requesting the adoption of an ordinance providing for parallel parking of automobiles on the streets of that city that are used as the route of the Pacific Highway, and that he received a reply from the City Attorney stating that an ordinance has been prepared in line with the Commission's suggestion, the passage of which ordinance at the next meeting of the Common Council is virtually assured. The Commission ordered the communication filed in the records.

The Commission had under consideration a report from the Parks Engineer regarding the maintenance of the electric lighting system in Bradley Park. It appears that the Highway Commission entered into a lease agreement with a Mr. B. J. Lindeman for concession privileges in this park for which he was to pay the State the sum of $10 per month and was to maintain the lighting system at his own expense; also, that when the agreement was made it was thought that the light plant was in good condition, but apparently it was worn out because Mr. Lindeman has been unable to get satisfactory service from it. It also appears that Mr. Lindeman is handicapped in various ways in providing service to the public by reason of lack of electricity and he has asked the Commission to replace the plant, which would cost the State about $500.

The State Highway Engineer gave as his thought that something should be done for Mr. Lindeman in this regard because he is not only paying for the concession privilege but is also acting as caretaker for the park. He suggested that a second-hand plant, costing about $200, would serve the purpose, and recommended the purchase of such a plant for Mr. Lindeman with the understanding that he would reimburse the State for the cost thereof at the rate of





$10.00 per month; also, that Mr. Lindeman be relieved from the payment of the monthly rental charge for concession privileges until he has reimbursed the State in full for this expense. The Commission approved the Engineer's recommendation by unanimous vote.

The Secretary presented a report from the Attorney in regard to the authority of the Highway Commission to control signs that have been erected on county roads at state highway intersections and referring particularly to the county road extending from the Oregon Coast Highway to the town of Lakeside in northern Coos County. According to this report, the State Highway Commission is without authority to control the placing of signs at such locations and about the only thing the Commission can do in the matter is to withhold approval of the type or design of the sign, or anything else connected with it, which, in the case of county roads that pass through national forest areas, might be considered by the Forest Service as sufficient justification for refusing to grant permits for such privileges. The Commission ordered that this information be transmitted to the Forest Supervisor of the Siuslaw National Forest for his information.

A letter was presented from R. H. Wilson, Fort Klamath, Oregon, offering to purchase for the sum of $5.00 an old loading platform located at Sand Creek Patrol Station adjacent to The Dalles-California Highway in Klamath County, for which, he understood, the State has no further use. The Engineer advised that this platform is not being used by the State and it would be a good thing to get rid of it. He recommended that Mr. Wilson's offer be accepted provided he will remove the platform and clean up the premises. The Commission approved the Engineer's recommendation.

A letter was presented from Mr. C. O. Gingelbach, Chairman of the Summer Camp Committee of the Montavilla Kiwanis Club, Portland, requesting the privilege of taking about 50 cubic yards of gravel from one of the highway department's stock pile sites located adjacent to the Mt. Hood Highway, for use in connection with the construction of a swimming pool in the summer camp in the Mt. Hood District, which the Club is sponsoring for the benefit of under-privileged boys and girls. The Attorney advised that the Commission has no legal authority to make donations of this kind; whereupon the Commission denied the request and instructed the Secretary so to inform Mr. Gingelbach and to state the reasons for such action.

The Engineer brought up for discussion the offer of the Deschutes County Court to furnish office space for Division Engineer Lytle in the Central School Building in Bend, which the county has arranged to use as a court house. He advised that, as authorized by the Commission, a form of agreement covering the matter was prepared and submitted to the County Court for acceptance; but it now appears that the County cannot enter into an agreement of this kind because it is for a three-year period, whereas, in the opinion of the District Attorney, the County cannot legally enter into an agreement for more than one year due to constitutional limitation. He recommended, in view of this information, that further negotiations for office space in this building be discontinued. The Commission approved the Engineer's recommendation unanimously.

The Engineer reported a request from the County Court of Linn County that the bridge over the Santiam River on the Santiam Highway, a short distance east of Cascadia, in Linn County, be named "Samuel M. Garland Bridge" in honor of Senator Garland, in recognition of his services in behalf of Oregon highways. He gave as his thought that this would be a courteous and appropriate thing to do in view of Senator Garland's friendliness to the State Highway Department, and he recommended that the request be approved. The Commission concurred in the Engineer's recommendation by unanimous vote and ordered that this bridge hereafter be known as "Samuel M. Garland Bridge" provided the name is confirmed by Lewis A. McArthur, Secretary of the Oregon Geographic Board.

The Commission discussed the matter of allocating federal relief funds for the construction of a road leading to Champoeg Park in northern Marion County, to be known as Champoeg Highway. The Engineer advised that in company with Chairman Cabell he investigated this proposed road and is confident that a satisfactory road could be constructed to this park at a nominal expense. He recommended an appropriation of about $25,000 for a portion of this project, which recommendation was unanimously approved by the Commission.

The Commission had under consideration a joint letter from the County Court of Columbia County, Columbia County Planning Committee, St. Helens Chamber of Commerce, City of St. Helens, Vernonia Chamber of Commerce, and the City of Vernonia, all in Columbia County, urging the allocation of government relief moneys which are to be expended for county road improvements, to finance the construction of a proposed road extending from St. Helens to Vernonia along the route proposed by the delegation which appeared before the Commission on June 5, 1935.

The Engineer advised that, as authorized by the Commission, a reconnaissance survey of the proposed route is now being made and a complete report thereon will be rendered as soon as the survey is completed. The Commission deferred action on this matter, pending the Engineer's report.

A communication was presented from the Clackamas County Planning Board, Oregon City, outlining a tentative construction program for Clackamas County, including highway construction, which they desire to be financed with federal relief moneys. The Commission ordered the communication filed for further reference.

The Commission also considered, and ordered filed in the Department records, communications as follows:

Letter from the Ashland Chamber of Commerce recommending for construction with federal relief funds certain highway projects in Jackson County;

Letter from W. W. Evans, Vice President, First National Bank, Halfway, Baker County, requesting the improvement of the Baker-Halfway Section of the Baker-Homestead Highway;





Letter from the East Side Commercial Club, Portland, urging an allocation of funds to complete the 17-mile gap in the Wolf Creek Highway between Elsie and Sunset Camp;

Petitions from organizations and individuals of Talent, Jackson County, objecting to any change in the routing of the Pacific Highway which will bypass the town of Talent;

Letter from J. J. Keller, Mayor pro tem , Klamath Falls, urging the construction of a railroad grade separation structure under the Southern Pacific Company's tracks in Klamath Falls;

Letter from Senator John D. Goss, Marshfield, urging allocation of funds for certain Coos County projects.

A petition was presented from residents of Birkenfeld, Columbia County, requesting the oiling of the Nehalem Secondary Highway through their town to allay the dust nuisance. The Engineer advised that, while it is customary to oil highway routes through small towns, it is now too late to comply with this request because the oiling crews have been called in and it would be too costly to organize a special crew for this one job. He suggested that the project be deferred for consideration next year. The Commission approved the Engineer's suggestion and ordered the petitioners to be so advised.

A letter was presented from County Judge H. H. Rosenberg, Tillamook County, in which the Commission was requested to take over and maintain, as a state highway, that portion of the Wilson River Road which extends from the city limits of the City of Tillamook easterly, to the westerly end of the section which is now being constructed by the State. The Engineer advised that the distance from Tillamook to the state construction work is 4.3 miles and consists of 1.6 mile of concrete pavement and 2.7 miles of graveled macadam in addition to several blocks of city streets which form a link in the route of the Oregon Coast Highway. He estimated that it would cost about $700 to do the repair work required at the present time and an additional $600 for general maintenance of the section during the balance of this year, or a total of approximately $1300. He recommended that the county's request be granted and that he be authorized to expend state funds for the repair and maintenance of this road as other sections are maintained, until such time as the highway has been reconstructed in the ultimate location. After some discussion the Commission approved the Engineer's recommendation unanimously.

A letter was presented from Hon. W. B. Morse, Mayor of Prineville, in which the Commission was urged to allocate funds for paving the Ochoco Highway route through the town of Prineville. It was the thought of the Commission that it might be desirable to include this paving work in the proposed contract for improvement of this highway between Prineville and Ochoco Dam, provided the city could be prevailed upon to pay a portion of the cost. The Engineer was instructed to look into the matter and prepare an estimate of cost for bituminous macadam construction for the Commission's consideration at a later date.

The matter of holding public hearings in the cities of Pendleton and Enterprise as required by statute to obtain expressions from the people in regard to certain proposed changes in highway routings, had the attention of the Commission. The Engineer suggested that the hearing in Pendleton be scheduled for Monday, September 9, at 4 o'clock p. m. and that the hearing in Enterprise be scheduled for Tuesday, September 10, at 2:00 o'clock p. m. The Commission approved the Engineer's suggestion and instructed the Secretary to give formal written notice of such hearings to the governing bodies of those towns.

The Commission also discussed the matter of the date for its next meeting for the receiving of bids for highway construction work and decided to hold this meeting in Portland on Thursday, September 5, 1935. The Secretary was instructed to make the usual arrangements, if possible, to hold this meeting in the Auditorium of the Public Service Building.

The Commission adjourned at 11:15 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning in the same room.

Portland, Oregon, July 26, 1935.

The State Highway Commission reconvened at 9:00 o'clock a. m. in Room 1206 Benson Hotel, with all members present and participating. Also present were R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary.

Ray Conway, Manager of the Oregon State Motor Association, and Ed Miller, Secretary of the Oregon Coast Highway Association, conferred with the Commission regarding the Highway Department's participation in the promotion of tourist traffic, as authorized by the 1935 legislature. Mr. Conway gave as his thought that pending a determination as to how its publicity matters are to be handled, the Commission should act immediately to obtain as much benefit as possible from publicity at the exposition that is now underway in San Diego, California. He suggested the appointment of a committee composed of men who are experienced in advertising and publicity matters, to assemble material for pamphlets to be distributed at the Fair; the committee to report directly to the Commission and secure its approval of the material to be distributed. In regard to handling publicity matters on a permanent basis, he suggested that it might be advisable to organize a publicity department in charge of a paid director, who would act under the direct supervision of the State Highway Engineer, because, in his estimation, the operation of highways today is a major proposition and the organization that builds them should also operate them.

Mr. Miller suggested that Oregon would receive much good from radio broadcasts of 15 minutes each day during the month of August over Station KNX, to acquaint people with Oregon in general and particularly with the activities of the State Highway Department. He confirmed Mr. Conway's thought that a publicity department should be established under the direction of the State Highway Engineer, and the appointment of a committee as suggested by Mr. Conway to prepare literature for immediate distribution at the San Diego Fair.

JUL 25 1935



Chairman Cabell stated that the Commission is of the opinion that it would be very proper to spend some highway money for tourist promotion but it has not yet decided just how to handle the matter. He pointed out that there are three possible solutions of the problem: one is through a volunteer committee, another is through a paid director; and a third is through existing agencies such as the Portland Chamber of Commerce and the Oregon Motor Association. He advised that the Commission is giving the matter very careful study and the suggestions offered at this conference will be given due consideration. The Commission discussed this matter privately later in the session, when it was decided to adopt Mr. Conway's suggestion in regard to the appointment of a committee to prepare literature for distribution at the San Diego Fair. Chairman Cabell was authorized by the Commission to appoint Mr. Ray Conway and Mr. Harold Say, Advertising Manager for the Portland Chamber of Commerce, to serve on this committee and to take full charge of advertising Oregon at the San Diego Exposition, they to select additional members as may be deemed necessary and advisable, subject to the Commission's approval. The Commission also authorized an expenditure of State Highway funds to pay the cost of the literature assembled by the Committee and the cost of mailing such literature.

Mr. Conway also brought up the matter of routing traffic through cities. He stated that the present method of directing traffic does not seem to be satisfactory; in fact, is confusing to people who are unfamiliar with street and highway locations, especially at the intersection of state highways in cities. As a remedy for this condition, he suggested the painting of a white stripe along the center of main traffic routes, with an occasional break in the line for the insertion of the highway route number and that at state highway intersections a different color paint be used for each highway. Chairman Cabell advised that the Commission is now trying out this scheme with one color stripe and may try out the different color schemes later, although there is a question whether or not the stripes will work satisfactorily in Portland because of street car tracks and other local conditions.

Mr. A. B. Coulter, President, Cornucopia Mines Corporation, Seattle, and Major F. R. Schanck, Consulting Engineer, Portland, came before the Commission and requested the Commission's endorsement of a W. P. A. project involving the improvement of the road extending from the town of Carson to Cornucopia Mines in the northeastern part of Baker County. They estimated that the improvement would cost about $25,000, which amount they expect to secure from the W. P. A., but they need construction equipment and tents for housing the men and are asking the state to furnish these items.

They advised that Baker County is sponsoring their project and that it has received the endorsement of the Forest Service and local organizations; furthermore, the City of Baker and the Town of Halfway have offered to prepare a camp and supply food for the men; all of which, in their estimation, is sufficient justification for the Highway Commission to cooperate in the project.

It was explained to Mr. Coulter that the Carson-Cornucopia Road is not on the state highway system, hence is not eligible for state highway

JUL 25 1935

funds; furthermore, it is a stub-end road of primary importance to local people only. It was also explained that this road was once a part of the state highway system but was removed therefrom by action of the state legislature, for which reason and for other reasons the Commission cannot cooperate in its improvement nor endorse it.

Hon. Earl Hill, Cushman; A. Gibson, Junction City; and L. Bauman, Triangle Lake, composed a delegation from Lane County which requested the completion of the unfinished section of the Siuslaw Highway, especially the 16-mile section between Blachly and Rainrock. Commissioner Washburne advised that the Commission realize the importance of this project, but the Bureau of Public Roads will not approve it for construction unless the highway is rebuilt to modern standards of grade and alignment, which the Commission cannot afford to do now because of its limited funds. Chairman Cabell pointed out that it would cost an enormous sum of money to construct this section to standards that meet the federal requirements; that the Commission does not have the federal money to finance the work, nor sufficient state money even to improve the present road. However, without making any promises or commitments, an investigation will be made to determine what is necessary to put the road in shape as a temporary proposition, and what it will cost to do the work.

Parks Engineer S. H. Boardman was present regarding a number of park matters. He reported that, as authorized by the Commission at the previous meeting, he contacted Mrs. Alta Wilson regarding the purchase of a 145.84-acre tract of land located adjacent to the Oregon Coast Highway and Woahink Lake State Park, in western Lane County, and Mrs. Wilson has offered to sell this property to the State for the sum of $4500, which is at the rate of approximately $30 per acre, and he has secured an option from her on that basis. He gave as his thought that the price quoted is very reasonable and recommended its acceptance by the Commission. After due consideration of this matter the Commission approved the Parks Engineer's recommendation and authorized the purchase of the property at the price quoted.

Mr. Boardman again brought up for discussion the matter of the purchase of a 20-acre tract of land near Silver Falls State Park, in Marion County, on which is located a spring which he proposes to utilize as a water supply for this park. He pointed out that the Commission at a previous meeting authorized the purchase of a 10-foot right of way for a pipe line, from this spring to the park, which is sufficient for the purpose but will not prevent the spring from becoming contaminated. He gave as his thought that the Commission should also purchase the 20-acre tract on which the spring is located, in order to preserve, as far as is possible, the purity of the water supply, and he urged an expenditure for such purpose which he estimated would not exceed the sum of $50 per acre.

After considerable discussion of this matter the Commission, by unanimous vote authorized the Parks Engineer to negotiate for the purchase of 10 acres of this land at the price mentioned and if he cannot reach a satisfactory settlement with the owner on the basis of purchasing 10 acres, then he is authorized to purchase the entire 20-acre tract.

At 11:00 o'clock a. m. Chairman Cabell announced to bidders for the Oregon Highway Bonds, for which bids were received on the previous day, that the





Commission is still undecided as to which of such bids is best for the State but will announce its decision at 2:00 o'clock p. m.

Mr. Boardman reported the receipt of a letter from the Gold Beach Chamber of Commerce suggesting that overnight parking be permitted in state parks along the Oregon Coast Highway in Curry County for the benefit of tourists. He recommended that the request be denied because there are no caretakers in these parks, and on account of the precedent that it would establish. The Commission approved the recommendation unanimously.

The Parks Engineer also reported on the offer of Mr. Al Edgerton, Lakeview, to sell to the State a certain pipe line for the conveyance of spring water to R. A. Booth State Park in Lake County. He said that Mr. Edgerton wants $1250 for this pipe line and in addition thereto, $75 per year for the privilege of taking water from a certain spring to which he has the water right. He recommended that the offer be declined because there is a well now located in the park which serves the purpose satisfactorily. The Commission approved the recommendation.

A letter was presented from Yachats Sand & Gravel Company requesting the privilege of removing sand from the beach area in front of Yachats State Park for use in connection with the Alsea Bay bridge construction. The Engineer explained that previously this company was authorized to take sand from the beach area a short distance north of Yachats but the supply was exhausted and the bridge contractors are now in need of about 2000 yards more sand to accomplish certain extra work demanded by the P. W. A., which sand will have to be shipped in from outside sources at extra cost to the state, unless they are permitted to take sand from Yachats Park Beach. He estimated that the extra cost to the state for sand shipped in would amount to about $3,000. He pointed out that the taking of sand from the beach area would probably cause considerable ill feeling on the part of the people of Yachats, which is his particular reason for bringing the matter to the attention of the Commission. After due consideration of the facts of the case, the Commission denied the request of the Yachats Sand & Gravel Company and instructed the Secretary so to inform the company.

The Commission adjourned at 1:00 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission met in regular session at 2:00 o'clock p. m. in Room 1206, Benson Hotel, at which meeting there were present:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission had under consideration the matter of the offers and bids of the First National Bank of Portland and associates, Blyth & Co., Inc., and associates, Ferris & Hardgrove and associates, Jaxtheimer & Company and associates, State Bond Commission, E. M. Adams & Co., and associates, and Holt,

Robbins & Werschkuhl and associates, for the purchase of $3,000,000 Oregon State Highway bonds pursuant to the resolution adopted by the Commission at its regular meeting held on the 25th day of June, 1935. After due consideration of all of said bids and offers the following resolution was offered and the adoption of the same moved by Commissioner Aldrich, which motion was seconded by Commissioner Washburne and having received the unanimous vote of the three members of the Commission was by the Chairman declared carried:

WHEREAS, at a meeting of the State Highway Commission held on the 25th day of June, 1935, a resolution was regularly adopted, by which it was directed that bids be invited for the purchase of the entire amount of $3,000,000, par value, of the bonds authorized under the provisions of Sections 44-801 to 44-810, inclusive, being Chapter VIII of Title XLIV, Oregon Code 1930, as amended by Chapter 325, Oregon Laws, 1933, as amended by Chapter 412, Oregon Laws, 1935; and

WHEREAS, said resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received in the Benson Hotel, Portland, Oregon, at 2:00 o'clock p. m. of the 25th day of July, 1935, and further directed that said bids should be opened by the Commission at a meeting to be held at said time and place; and

WHEREAS, said resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof in the following publications, to wit: The Morning Oregonian, the Oregon Journal, and the Portland News-Telegram, each published in Portland, Oregon, and The Bond Buyer, published in New York City; and

WHEREAS, said resolution required each bid to be accompanied by a certified check for five per centum of the par value of the bonds, and further required that said bonds be dated July 1, 1935, bearing interest from said date and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from July 1, 1935, until the date of the payment of the purchase price, and that the full purchase price from the sale of such bonds shall be payable upon the delivery of said bonds and that an opinion be secured from Storey, Thorndike, Palmer and Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof, and further provided that said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, and provided further that the bids be received for all or any part of said issue of $3,000,000, par value, of said bonds, but no bid should be received for less than $1,000,000 par value, of said bonds; and

WHEREAS, notice of such sale was duly given by the Secretary of the State Highway Commission as requested by said resolution by publication thereof in the above-named publications, proof of which publications has been filed in the form of affidavits and now is before this Commission, and the same has been duly considered; and





WHEREAS, the State Highway Commission of the State of Oregon is now at this time, to wit: at the hour of 2:00 o'clock p. m. of the 26th day of July, 1935, assembled in regular session in Room 1206, Benson Hotel, Portland, Oregon, all members being present and participating; and

WHEREAS, pursuant to said resolution and published notice the following bids for specified amounts of said bonds were received by the State Highway Commission at the hour of 2:00 o'clock p. m. of the 25th day of July, 1935, in Room 1206, Benson Hotel, and were then and there opened publicly in the presence of the Commission and duly filed, to wit:

Bid of First National Bank of Portland and associates:

Alternate "A"

"For all or none of Three Million ($3,000,000.) Dollars par value OREGON STATE HIGHWAY BONDS dated July 1st, 1935 and maturing $75,000, October 1st, 1940 and a like amount each six months thereafter, in denomination of $1,000. each, with interest payable semi-annually on April 1st and October 1st of each year, with both principal and interest payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder, in any coin or currency which at the time of payment is legal tender for public and private debts, with

$675,000. MATURING OCTOBER 1ST, 1940 to OCTOBER 1ST, 1944, DRAWING INTEREST AT THE RATE OF 1 3/4%, with

$750,000. MATURING APRIL 1ST, 1945 TO AND INCLUDING OCTOBER 1ST, 1949, DRAWING INTEREST AT THE RATE OF 2 1/4%, with

$1,575,000. MATURING APRIL 1ST, 1950 THROUGH APRIL 1ST, 1960, DRAWING INTEREST AT THE RATE OF 2 1/2%,

we will pay at the rate of $96.159 per each $100.00 par value, plus accrued interest, from July 1st, 1935 to date of delivery."

Alternate "B"

"For all or none of Two Million ($2,000,000.) Dollars par value OREGON STATE HIGHWAY BONDS dated July 1st, 1935 and maturing $50,000. April 1st, 1947 and $75,000. each six months thereafter, to and including April 1st, 1960, in denominations of $1,000. each, with interest payable semi-annually on April 1st and October 1st of each year, with both principal and interest payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder, in any coin or currency which at the time of payment is legal tender for public and private debts, we will pay at the rate of

$96.05 for each $100.00 par value, plus accrued interest from July 1st, 1935 to date of delivery, drawing interest at the rate of 2 1/2%."

Bid of Blyth & Co., Inc. and associates:

"For all or none of Three Million Dollars ($3,000,000.00) par value, legally issued Oregon State Highway Bonds, bearing date July 1, 1935, maturing, without option of prior redemption, as follows: one-twentieth each year, beginning with October 1, 1940, one-half of the bonds maturing each year being payable on the first day of April and the other half on the first day of October of each year, the first installment in the amount of $75,000.00 maturing on October 1, 1940, the second installment of $75,000.00 maturing on April 1, 1941, and $75,000.00 maturing on each October first and April first thereafter until the full amount has matured; said bonds being in denominations of $1,000.00 each, with interest payable semi-annually on April first and October first of each year, commencing with October 1, 1935; both principal and interest being payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder, in any coin or currency which at the time of payment is legal tender for public and private debts, all as more fully set forth in the official notice of sale; for all or none of said bonds, we make you the following alternative offers:

(1) For $975,000.00 par value of said bonds, maturing from October 1, 1940 to October 1, 1946 inclusive, bearing interest at the rate of two per cent (2%) per annum, and $2,025,000.00 par value of said bonds, maturing from April 1, 1947 to April 1, 1960 inclusive, bearing interest at the rate of two and one-half per cent (2½%) per annum, we will pay you a price of $95.11 for each one hundred dollars par value thereof, and in addition thereto, accrued interest from date of bonds to date of delivery to us.

or

(2) For $1,275,000.00 par value of said bonds, maturing from October 1, 1940 to October 1, 1948 inclusive, bearing interest at the rate of three per cent (3%) per annum, and $1,725,000.00 par value of said bonds, maturing from April 1, 1949 to April 1, 1960 inclusive, bearing interest at the rate of two and three-quarters per cent (2 3/4%) per annum, we will pay you a price of $100.03 for each one hundred dollars par value thereof, and in addition thereto, accrued interest from date of bonds to date of delivery to us."

Bid of Ferris & Hardgrove and associates:

"We will pay $2,850,300.00 and accrued interest for all or no





part of $3,000,000 State of Oregon State Highway Bonds bearing interest at the rate of two and two and one-half per cent, dated July 1, 1935 and maturing $75,000 each April 1 and October 1, 1940 to 1960, both inclusive, the first installment in the amount of $75,000 to mature on October 1, 1940 and the last installment in the amount of $75,000 to mature on April 1, 1960, without option of prior redemption and with interest payable semi-annually on April 1 and October 1, commencing with October 1, 1935. The $975,000 bonds maturing from October 1, 1940 to October 1, 1946, both inclusive, are to bear interest at the rate of 2% and the next $2,025,000 bonds maturing from April 1, 1947 to April 1, 1960, both inclusive, are to bear interest at the rate of 2½%."

Bid of Jaxtheimer & Company and associates:

"As per your advertisement for bids for the total amount or any part not less than $1,000,000 of $3,000,000 par value of Oregon State Highway Bonds to be issued under authority vested in the State Highway Commission as specified in the aforementioned advertisement, bearing date July 1, 1935, maturing as follows: One twentieth each year beginning with October 1, 1940; the first installment in the amount of $75,000 to mature on October 1, 1940, the second installment of $75,000 to mature April 1, 1941 and $75,000 to mature on each October first and April first thereafter until the full amount has matured; we bid $2,978,550.00 for the total amount of $3,000,000 to bear interest at the rate of 2 3/4% which is at the rate of 99.285 per one hundred dollar bond, plus accrued interest to date of delivery.

"As an alternative we will pay as follows: For the first $1,000,000 par value of bonds bearing interest at the rate of 2½% we will pay $1,014,030.00 plus accrued interest to date of delivery being at the rate of 101.403 per one hundred dollar bond.

"For the balance of $2,000,000 par value of bonds bearing interest at the rate of 2 3/4%, we will pay $1,941,200.00 plus accrued interest to date of delivery being at the rate of 97.06 per one hundred dollar bond."

Bid of State Bond Commission:

"For $1,000,000 in Oregon State Highway Bonds to be sold on July 25, 1935, to be dated July 1, 1935, to bear interest at the rate of 2% per annum payable semi-annually at the office of the Treasurer of the State of Oregon at Salem, Oregon or at the office of the fiscal agency of the State of Oregon in the City and State of New York at the option of the holder, to mature in semiannual installments of $75,000 each, beginning with the date of October 1, 1940 and ending with the date of October 1, 1946, and in the amount of $25,000 on April 1, 1947, the said bonds to run consecutively by number from the first maturity date to the last maturity date herein specified, we offer for the said $1,000,000 in bonds, delivered at Portland, Oregon, $953.4868 for each $1000 par value thereof, and accrued interest to date of delivery."

Bid of E. M. Adams & Co. and associates:

Alternate "A"

"For $3,000,000 (all or none) legally issued general obligation Oregon State Highway bonds, to be delivered as advertised in Portland, Oregon, or at the Chase National Bank in New York, to be dated July 1, 1935 and to mature at the rate of $75,000 on April first and October first each year, beginning with October 1, 1940 and continuing until April 1, 1960, said bonds to be in the denomination of $1000 each, bearing interest at the rate of 2 3/4% per annum, payable semiannually, both principal and interest payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder,

WE WILL PAY $98.327 and accrued interest from date of bonds to date of their delivery to us, for each $100 par value of bonds.

"This bid is made for immediate acceptance and prompt delivery of said bonds, you agreeing to deliver to us final approving legal opinion of Messrs. Storey, Thorndike, Palmer & Dodge, together with a full certified transcript of proceedings had incident to the issuance of said bonds.

"We hand you herewith our certified check in the amount of $150,000 as evidence of our good faith in complying with the terms and conditions of this bid, which is to apply as part payment upon delivery of said bonds to us. Said check is to be immediately returned to us if this bid is not accepted. This bid is good for $2,000,000 of bonds provided $1,000,000 average maturities of said bonds are sold to the State Bond Commission."

Alternate "B"

"For $3,000,000 (all or none) legally issued general obligation Oregon State Highway bonds, to be delivered as advertised in Portland, Oregon, or at the Chase National Bank in New York, to be dated July 1, 1935 and to mature at the rate of $75,000 on April first and October first each year, beginning with October 1, 1940 and continuing until April 1, 1960, said bonds to be in the denomination of $1000 each, bearing interest at the rate of 2½% per annum, payable semiannually, both principal and interest payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder,

WE WILL PAY $95.107 and accrued interest from date of bonds to date of their delivery to us, for each $100 par value of bonds.

"This bid is made for immediate acceptance and prompt delivery of said bonds, you agreeing to deliver to us final approving legal opinion of Messrs. Storey, Thorndike, Palmer & Dodge, together with a full certified transcript of proceedings had incident to the issuance of said bonds.





"We hand you herewith our certified check in the amount of $150,000 as evidence of our good faith in complying with the terms and conditions of this bid, which is to apply as part payment upon delivery of said bonds to us. Said check is to be immediately returned to us if this bid is not accepted. This bid is good for $2,000,000 of bonds provided $1,000,000 average maturities of said bonds are sold to the State Bond Commission."

Alternate "C"

"For $3,000,000 (all or none)legally issued general obligation Oregon State Highway bonds, to be delivered as advertised in Portland, Oregon, or at the Chase National Bank in New York, to be dated July 1, 1935, the first $1,350,000 of bonds maturing from October 1, 1940 to April 1st, 1949 inclusive, to bear interest at the rate of 3¼% per annum, payable semiannually, and the balance in the amount of $1,650,000 maturing from October 1, 1949 to April 1, 1960, inclusive, to bear interest at the rate of 2 3/4% per annum, payable semiannually, both principal and interest payable at the office of the Treasurer of the State of Oregon, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder,

WE WILL PAY you the par value thereof and accrued interest to date of delivery and a premium of $627.00.

"This bid is made for immediate acceptance and prompt delivery of said bonds, you agreeing to deliver to us final approving legal opinion of Messrs. Storey, Thorndike, Palmer & Dodge, together with a full certified transcript of proceedings had incident to the issuance of said bonds.

"We hand you herewith our certified check in the amount of $150,000 as evidence of our good faith in complying with the terms and conditions of this bid, which is to apply as part payment upon delivery of said bonds to us. Said check is to be immediately returned to us if this bid is not accepted. This bid is good for $2,000,000 of bonds with the exception that the premium be pro rated provided that $1,000,000 average maturities of said bonds are sold to the State Bond Commission."

Bid of Holt, Robbins & Werschkul and associates:

"For all of the Highway Bonds of the State of Oregon described in the enclosed advertisement, which is hereby made a part of this bid, amounting in the aggregate to the par value of $3,000,000, but not for part or less than all, we will pay two million eight hundred and fifty thousand one hundred and forty seven dollars ($2,850,147.00), to bear interest and mature as follows:

"For $375,000 bonds bearing interest at the rate of four per cent and maturing $75,000 October 1, 1940, and $75,000 semiannually thereafter to and including $75,000 October 1, 1942; and

"For $2,625,000 bonds bearing interest at the rate of two and one-half per cent (2½%) and maturing $75,000 April 1, 1943, and $75,000 semiannually thereafter to and including April 1, 1960;

"And in addition thereto accrued interest to date of delivery."

each of which said proposals, offers or bids was accompanied by certified check in the amount of five per centum of the par value of the amount of bonds for which the respective bid, offer or proposal was submitted as required by and in accordance with said resolution and published notice; and

WHEREAS, the Commission not being fully advised with respect to which of said bids, offers and proposals is the best and offers the lowest rate of interest; therefore, the Commission took further time for the consideration of said bids, offers and proposals and then and there publicly announced that the decision and action of the Commission would be made at said place at 11 o'clock a. m. on July 26, 1935; and

WHEREAS, the Commission met pursuant to adjournment in Room 1206 at the hour of 9:00 o'clock a. m., July 26, 1935, all members being present, at which time further consideration was given to said matters, but the Commission still being undecided with respect to said matters again publicly announced that its decision would be made at 2:00 o'clock p. m., July 26, 1935, and at said place; and

WHEREAS, the Commission at this time and place, to wit: at the hour of 2:00 o'clock p. m., July 26, 1935, being in regular session, all members being present, and now being fully advised with respect to said matters, finds that the interest rate bid by the First National Bank of Portland, Portland, Oregon, and its associates was and is the lowest rate of interest bid for the respective amounts of said bonds as shown above, and, therefore, was and is the lowest satisfactory bid received for said bonds, taking into consideration all of the factors, maturity dates and prices per $100; and

WHEREAS, the Commission further finds that the said bid, offer and proposal was and is in all particulars and matters in strict conformance with the requirements of the said resolution of the State Highway Commission and the notice published calling for the receipt of bids for, and the sale of, said bonds; and

WHEREAS, in the judgment of the Highway Commission the interests of the State will be best served by the acceptance of the said bid, offer and proposal of the First National Bank of Portland and its associates and the sale of the said $3,000,000 State Highway Bonds to the said bidders for the prices bid therefor;

NOW, THEREFORE, BE IT RESOLVED that the said bid, offer and proposal of the said First National Bank of Portland and its associates be and the same hereby is accepted for the entire amount of said $3,000,000, face value, Oregon State Highway Bonds authorized under said Sections 44-801 to 44-810, inclusive, being Chapter VIII of Title XLIV, Oregon Code 1930, as amended by Chapter 325, Oregon Laws, 1933, as amended by Chapter 412, Oregon Laws, 1935.

BE IT FURTHER RESOLVED that the Secretary of the State Highway Commission be and he hereby is authorized, empowered and directed to cause to be lithographed and printed 3,000 bonds of the denomination of $1,000 each, of which 675 bonds, numbered 11581 to 12255, inclusive, maturing October 1, 1940, to October 1, 1944, shall bear interest at the rate of 1 3/4% per annum, and 750 bonds, numbered 12256 to 13005, inclusive, maturing April 1, 1945,





to October 1, 1949, inclusive, shall bear interest at the rate of 2¼% per annum, and 1,575 bonds, numbered 13006 to 14580, inclusive, maturing April 1, 1950, through April 1, 1960, shall bear interest at the rate of 2½% per annum; and that each and all of said bonds shall be dated July 1, 1935, and shall bear interest at the respective rates hereinabove specified, payable semiannually each April first and October first, commencing with October first, 1935, and that each of said bonds shall have attached thereto interest coupons due and payable on each interest-bearing date, said bonds to be designated as Series No. 3 and numbered 11581 to 14580, both numbers inclusive;

BE IT FURTHER RESOLVED that the form of said bonds shall be the form of bond approved by the Attorney General of the State of Oregon and by resolution of this Commission approved and adopted.

BE IT FURTHER RESOLVED that the purchaser of said bonds be required to pay, in addition to his bid, the interest accrued on all of said bonds from July 1, 1935, until the purchase price thereof has been paid; and

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer be and they hereby are requested to sign the said bonds as required by law and that the Secretary of this Commission be and he hereby is directed to print the facsimile signature of each of said officers upon the coupons attached to each of said bonds; and

BE IT FURTHER RESOLVED that the Secretary of this Commission be and he hereby is instructed to request Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance and to render an opinion as to the validity and regularity of the same and that immediately upon receipt of said opinion, if the same be favorable, said transaction be consummated by the exchange of said bonds for the purchase price thereof with accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this State.

BE IT FURTHER RESOLVED that the principal of and interest coupons of each of said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City at the option of the holder thereof.

BE IT FURTHER RESOLVED that said bonds be in a form heretofore approved by the Attorney General of the State of Oregon and adopted by the State Highway Commission and that they be non-registered bonds.

The sale of the $3,000,000 bonds to the First National Bank of Portland and associates and the adoption of the above resolution in regard thereto was approved by Mr. Fred H. Paulus, Deputy State Treasurer of the State of Oregon, who was present and declared that, in his estimation, the bid of the First National Bank of Portland and associates was the highest bid submitted for these bonds. Mr. Don C. Jaxtheimer, representing Jaxtheimer and Company and associates, who submitted the next highest bid for the bonds, stated that

he wired Halsey Stuart & Company, Investment Brokers, who head their syndicate in the east, regarding the two bids and received a reply that they are convinced that the bid submitted by the First National Bank of Portland and associates is the highest bid and they relinquish their claim on the bonds in favor of the syndicate represented by the First National Bank of Portland.

The Commission thereupon instructed the Secretary to return to the unsuccessful bidders for these bonds the certified checks which were deposited in connection with their bids. This was done in the presence of the Commission and receipts taken for each check returned.

A petition was presented from people residing in the vicinity of the Alsea-Deadwood Secondary Highway in Lane County requesting the improvement of this road from its connection with the Siuslaw Highway to the foot of Deadwood Mountain. The Commission denied the request because of lack of funds.

The Commission also considered and ordered filed in the Department records the following communications:

Letter from M. E. Barhan, Westport, renewing his request for improvements to the Lower Columbia River Highway from Westport to Clatsop Crest;

Letter from Alois Keber, Mt. Angel, urging the designation and construction of the Woodburn-Mt. Angel-Silverton Secondary Highway as a primary state highway;

Letter from Cornelius O'Donovan, Portland, urging the extension of Barbur Boulevard northerly from Wood Street to Arthur Street for the benefit of Third Avenue, Portland.

The Commission had under consideration a petition from voters and taxpayers of Mill City, requesting the resurfacing and oiling of the North Santiam Highway through Mill City, and a petition from citizens of Siletz, Oregon, requesting the oiling of the Siletz Secondary Highway through their town, a distance of about 800 feet. The Engineer advised that it would not be possible to do this oiling work this year because the oiling crews have all been called in, and he recommended that the request be denied for the present. The Commission denied these requests for reasons stated by the Engineer.

A petition was presented from citizens of Sheridan and vicinity requesting the construction of Rock Creek Road, Yamhill County, from its junction with the McMinnville-Tillamook Highway west of Sheridan, to a connection with Gopher Valley Road. The Commission instructed the Engineer to make an investigation of this project to ascertain whether or not it could be constructed as a federal relief project to be financed with the federal relief moneys that must be expended on county roads.

A letter was presented from Edgar Bloom, Yachats, representing the Yachats Booster Club, in which the Commission was requested to cooperate with their club in the construction of improvements in Yachats State Park, by furnishing toilets, blasting powder and cement for use in





connection therewith. The Commission denied the request as a matter of policy.

The Commission also declined the offer of Mrs. Agnes E. Hines, Forest Grove, to publicize Oregon at the San Diego Fair for two months, for the sum of $250, through the medium of her colored motion pictures of Oregon scenes.

The Commission had under consideration a letter from Mr. Charles P. Pray, Superintendent, Department of State Police, regarding the use of state highways by vehicles which are wider than the limits specified in the statutes. This matter was referred to the Engineer with instructions to confer with Mr. Pray and render a report thereon at the next meeting.

The Commission had under consideration the claim of W. F. Macklin, Durkee, Oregon, for the loss of a dog, which he alleges, was killed in some road oil that was left near the highway by a contractor after he had completed his road contract. The Engineer advised that investigation revealed that the oil was dumped by the contractor on privately-owned property about 200 feet off the highway right of way hence the highway department is not responsible in any way. The Attorney advised that the Commission has no obligation in this matter but the claimant might collect from the contractor because, evidently, it was through neglect of the contractor that the oil was not covered with dirt. The Commission thereupon denied the claim and ordered that Mr. Macklin be so advised.

A letter was presented from Frank H. Troll, Grants Pass, inquiring as to the rules of the Commission in regard to the construction of sidewalks on state highway rights of way and whether or not the Commission would permit a 6-foot sidewalk to be constructed on the outside edge of an 80-foot right of way and the extension of a 6-foot wide marquee over the sidewalk from a building. The Engineer advised that under present rulings of the Commission, sidewalk construction is permitted provided they are constructed in conformance with proper standards; but the Commission has never had occasion to pass on marquee construction except within the limits of cities or towns. He recommended the continuance of the previous policy in regard to sidewalks and the establishment of a policy to be followed hereafter in regard to marquee construction.

The Attorney advised that if the marquee is on a building located within an incorporated city or town, then the Commission would have no jurisdiction, but if the building is located outside the city limits the Commission would have control and it would then be up to the Commission to establish a policy covering the matter. After some discussion the Commission took the matter under advisement and instructed the Engineer to ascertain whether or not Mr. Troll's building is within or without the city limits of Grants Pass.

A letter was presented from George H. Chaney, Coquille, on behalf of Floyd Parry, Myrtle Point, requesting permission to truck logs over the Powers Secondary Highway from a point 10 miles south of Powers into Powers,

during Saturday afternoons and Sundays through July and August. The Engineer advised that the road does not carry much traffic and recommended that the request be granted. The Commission approved the recommendation unanimously.

The Commission also had under consideration a request from the Crown Willamette Paper Company to truck logs over a 1½-mile section of the Nehalem Secondary Highway just east of Olney, during Saturday afternoons and Sundays. The Engineer recommended that this request also be granted, inasmuch as this road carries very little traffic. The Commission approved the Engineer's recommendation.

Reconsideration was given by the Commission to the letter from the Newberg Chamber of Commerce in regard to naming the road over Chehalem Mountain near Newberg "Chehalem Skyway". The question arose as to whether or not this road is a secondary state highway. The matter was referred to the Engineer to investigate and report at the next meeting.

The Commission denied the request of the Lincoln County Regatta Association for the use of the ocean beach area at Wecoma Beach as an aircraft landing field during their celebration at Devils Lake on July 26, 27, and 28, and instructed the Secretary to advise the Association that it is contrary to the policy of the Commission to permit the use of the ocean beach area for such purpose at any location.

A letter was presented from Purl Lytle, Madras, Oregon, inquiring whether or not it would be possible to acquire by purchase or lease a small parcel of ground adjacent to The Dalles-California Highway at the south side of the Crooked River bridge crossing, on which to erect a small building and conduct a lunch counter business. The Commission ordered that Mr. Lytle be informed that it is contrary to the policy of the Commission to permit state park property to be used for such purposes.

The Commission considered a letter from the Talent Chamber of Commerce requesting a hearing before the Commission at some convenient time when the Commission is in their vicinity to discuss the matter of a proposed change in the route of the Pacific Highway, which will affect their town. In this connection a letter was also presented from the County Court of Jackson County requesting favorable consideration of the request of the Talent Chamber of Commerce. After some discussion Chairman Cabell stated that he would call on these people the next time he is in Southern Oregon.

The Commission considered and ordered filed in the Department records a letter from Fred H. Peterson, Portland, suggesting the adoption of East Water Street and the Portland Electric Power Company right of way as a route for the East Portland-Oregon City Highway between Ross Island Bridge, Portland, and Milwaukie. The Commission also ordered filed in the Department records a telegram from Hon. Dean Walker, Independence, Oregon, urging the completion of the Brunk's Corner-Independence Secondary Highway in Polk County.

The Engineer presented a list of projects that are ready for construction and requested authority to advertise these jobs for bids to be





received at the next meeting, which he suggested be held on September 5,1935. After due consideration of this matter, the Commission approved September 5 as the date for its next regular meeting and authorized the Engineer to advertise the following projects for bids to be received at that time:

| | |
|---|---|
| Milwaukie-Oregon City - paving | $188,000 |
| Emigrant Hill-Emigrant Springs, regrading, surfacing and bituminous macadam | 160,000 |
| Portland-Washington County Line - paving | 40,000 |
| Prineville-Ochoco Dam - grading | 75,000 |
| Chimney Creek-Juntura - grading | 97,000 |
| Horse Ranch-Silver Lake - resurfacing and oiling | 106,500 |
| Redmond-Bend - grading | 46,000 |
| Wilson River Project - grading | 220,000 |
| Pendleton Landscaping - roadside improvement | 5,000 |
| Smith River Bridge - bridge | 125,000 |
| Molalla River Bridge - bridge | 65,000 |
| Klamath River Bridge & Overcrossing - grade separation | 176,000 |
| | $1,303,500 |

The Engineer discussed with the Commission the matter of conducting as a W. P. A. project a state-wide traffic count covering a period of one year. He estimated that such count would cost about $75,000, of which the Government (W. P. A.) would pay about $67,000, and the state the balance, provided the W. P. A. officials will approve the project. He advised that there was some question as to whether or not approval of the federal authorities could be secured in view of the fact that steady employment could not be given to the traffic counters, and inquired if in that event the Commission would approve this as a strictly state project to be paid for with state funds alone. The Commission deferred a decision in this matter pending further information from the Engineer as to how much it would cost to conduct the count as a state project without federal assistance.

The Commission considered and signed agreements as follows:

1. Agreement with Southern Pacific Company covering the matter of right of way for the Salem-Dallas Highway between Eola and West Salem.

2. Agreement with the U. S. Bureau of Public Roads revising the Forest Highway Program Letter dated December 26, 1934.

3. Agreement with the County Court of Polk County covering the subject of construction of a bridge over Salt Creek on a county road in Polk County which was formerly used as the route of the Dallas-Coast Secondary State Highway.

4. Agreement with Multnomah County covering the matter of reimbursement to the Portland General Electric Company for moving and rebuilding its pole line on Swift Secondary Highway, necessitated

by reason of highway construction work.

The Commission had under consideration a letter from William B. Adams, City Recorder, Milwaukie, Oregon, requesting the State to assume the responsibility for the beautification of the East Portland-Oregon City Highway through the town of Milwaukie, which the City cannot do because of lack of funds. The Engineer gave as his thought that the landscaping of highways through municipalities is a local undertaking; also that the granting of this request would establish a precedent which would be difficult to avoid in disposing of similar requests, and would eventually cost the state a considerable sum of money. He recommended that the request be denied. The Commission approved the Engineer's recommendation unanimously and ordered that the City of Milwaukie be advised accordingly.

The Engineer reported the receipt of a communication from Newman Tarbell Company, Portland, requesting permission to remove four oak trees growing on state property adjacent to the East Portland-Oregon City Highway at Oak Grove, Clackamas County. It appears that the company has prospective buyers for its property at this location and if a sale is consummated it would be necessary to remove the trees because they interfere with the plans for the development of the property. The Engineer advised that an investigation was made of this matter and it was found that there are four 12-inch oak trees and one 12-inch fir tree in front of this property, spaced about 20 feet apart and about 20 feet from the pavement; and 24 trees about 8 feet tall which were recently planted by the State in connection with a landscaping project; also, that the prospective buyer is a nurseryman who contemplates using the property as a nursery site; and the paramount reason for wanting the trees removed is to bring the nursery into plain view from the highway. He gave as his thought that the company would be satisfied by the removal of the trees recently planted by the State, which trees could be preserved in the state's nursery plot and replanted later at some other location. He recommended that that be done. After some discussion the Commission approved the removal of the trees planted by the State but denied the request for the cutting of the fir and oak trees.

The Attorney reported that, as instructed by the Commission, he investigated the facts in regard to the Maude Williamson property in Yamhill County, which was devised to the State of Oregon as a park site, and found that the property in question was devised to the State of Oregon rather than to the State Highway Commission; hence, is not under the jurisdiction or control of this Commission. He suggested, in view of the findings, that the State Highway Commission take no direct interest in contacting the life tenant to the property or in taking any steps relative to the preservation of the property without request from the proper state authority; which, in this instance, would be the Board of Control. After some discussion the Commission instructed the Attorney to bring the matter to the attention of the Board of Control.

A letter was presented from the Parks Committee of the Lake County Chamber of Commerce requesting the Commission to establish drinking fountains and rest rooms along the Fremont Highway between Silver Lake and Lapine, where such facilities are now lacking. The Commission referred this matter to the





Parks Engineer for investigation and report.

A letter was presented from A. C. Hough, lawyer, Grants Pass, on behalf of a client who desires to sell to the State for park purposes, right of way and for the preservation of beach frontage, 48.4 acres of tide lands abutting Lots 1 and 2 of Section 9, Township 33 S., Range 15 W., W. M., in Curry County, through which a relocation of the Oregon Coast Highway has been projected. The Commission requested a report on this matter from the Parks Engineer.

The Engineer requested instructions in regard to the purchase of certain right of way needed for the revised location of the Old Oregon Trail between Pendleton and Stanfield in Umatilla County and for the Valades Ranch-Flat Creek Section of the John Day Highway in Grant County. He advised that, as previously authorized by the Commission, six-month options were taken for this right of way and very attractive prices obtained; also that the options will soon expire; and if the Commission desires to secure the advantages of the present offers, action must be taken at once. Otherwise, if the options are allowed to lapse, the State may have to pay considerably more for the properties because land values are increasing. He estimated that at the prices mentioned in the options, the right of way for the Pendleton-Stanfield project would cost about $3,500 and that for the other project about $6,300, and recommended that the options be closed in view of the fact that this right of way will be needed in the near future. After some discussion the Commission approved the Engineer's recommendation and authorized him to purchase the properties in question.

The Commission had under discussion a matter concerning right of way for the Wilson River Highway near Glenwood in Washington County, across property owned by a Mr. G. L. McCutcheon. It appears that Mr. McCutcheon has constructed some buildings on a portion of his property that will eventually be needed for right of way for this highway and that he has demanded the relocation of the highway so that it will not be necessary to move his buildings; or, that he be paid a large sum as damages for moving them to another site.

The Engineer advised that the right of way at this point has not been acquired because it has always been considered inadvisable and impracticable to acquire in advance right of way for projects that will be many years in the course of construction; further, that in the present instance, while the right of way was not actually acquired, the highway was definitely located and the right of way staked so it was clearly visible to anyone desiring such information, and there is no question that Mr. McCutcheon knew at the time that he purchased his property that the description included a portion of the right of way. Notwithstanding which, he proceeded, with apparent premediated plan, to close his deal and to construct a service station and a garage on the proposed right of way. The Engineer further advised that the highway could not be relocated to satisfy Mr. McCutcheon's desires without introducing poor alignment into the highway location and greatly increasing construction costs. Wherefore, he recommended the retention of the present adopted location without change and that the matter be referred to the County Court of Washington County, which is responsible for the acquisition of the right of way in this instance. The Commission by unanimous vote approved the Engineer's

recommendation and instructed him to bring the matter to the attention of the County Court.

The Commission signed a deed conveying to a Mr. Stanley A. Brown 4.77 acres of land situate adjacent to the corporate limits of the town of Redmond in Deschutes County, being a portion of an abandoned gravel pit purchased from James Conley, Portland, in exchange for which Mr. Brown is deeding to the state a similar tract containing 4.32 acres of land.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. He presented a list of the properties, which was approved by the Commission after careful study. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated, be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Barron Creek-Wall Creek Section, Pacific Highway | | | | |
| Husted, Glen W. | R/W | 6.30 | $5.00 Lump Sum | Parker |
| Svenson-Knappa Section, Columbia River Highway | | | | |
| Coleman, B. F. | R/W | 0.035 | Gratis | Benson |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Curry County, Oregon Coast Highway | | | | |
| White, James R. | Stock Pile | 0.92 | 6 Mos. rental to enable material now on site to be removed $7.50 | Parker |
| Middleton-Newberg, West Side Pacific Hwy. | | | | |
| Winters, J. Wesley | R/W | 0.16 | $25.00 per acre | Benson |
| Winters, Roscoe | R/W | 0.44 | $25.00 per acre | Benson |
| White Rock-Lakeview, Fremont Highway | | | | |
| Shepard, Richard | Stock Pile | 3.61 | This land to be deeded in exchange for land of equal size on opposite side of road | Lytle |
| La Grande-Hot Lake, Old Oregon Trail Hwy. | | | | |
| Spencer, Nellie L. | Scale Site | 0.121 | $50.00 Lump Sum | Williams |
| La Grande-Island City, Wallowa Lake Hwy. | | | | |
| Case, W. M. | Scale Site | 0.117 | $50.00 Lump Sum | Williams |
| Rock Creek-Wallowa, Wallowa Lake Hwy. | | | | |
| Conover, Emma J. | R/W | 4.66 | $50.00 per acre plus $226.00 | Benson |
| Klamath Falls-Weed, Midland Secondary Hwy | | | | |
| Ager, Chas. (Correction) | Quarry Site | 10 acres | $100.00 3 yr. lease | McCallister |
| Burton Canyon-Spray, John Day Highway | | | | |
| Davenport, Marentena Est. | R/W | 0.53 | Gratis | Benson |
| Snabel, Ezra | R/W | 0.19 | $100.00 per acre | |
| | | 0.60 | 5.00 per acre | |
| | | | plus $186.50 | Benson |
| Hekkla, Gust | R/W | 1.30 | $35.00 per acre | |
| | | 2.11 | 5.00 per acre | |
| | | | plus $66.00 | Benson |
| Asher, John F. | R/W | 2.74 | $10.00 per acre plus $211.00 | Benson |
| Anderson, Anton W. | R/W | 0.62 | Land Gratis plus $25.00 | Benson |
| Thomas, James I. | R/W | 1.85 | $100.00 per acre | Benson |
| | | 0.75 | 5.00 per acre | |
| | | | plus $116.75 | Benson |
| Low, Fred C. | R/W | 0.07 | Land $2.50 plus $27.50 | Benson |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amount | Agent |
|---|---|---|---|---|
| **12th St. Junction-Illahe School Section, Pacific Hwy.** | | | | |
| Johnson, Leo H. | R/W | 2.61 | $100.00 per acre plus $71.00 | McCallister |
| Odell, J. F. | R/W | 0.225 | $250.00 per acre | " |
| Eyre, B. E. et al | R/W | 1.91 | $100.00 per acre plus $86.00 | " |
| Read, Amelia | R/W | 1.82 | $100.00 per acre plus $153.00 | " |
| Rada, L. A. | R/W | 0.032 | 20.00 Lump Sum | " |
| Oberer, Evelyn | R/W | 0.09 | $100.00 per acre plus $10.00 | " |
| McCaulay, Rob't. S | R/W | 1.55 | $125.00 per acre plus $131.50 | " |
| Neuenschwander, Ernest | R/W | 3.12 | $125.00 per acre plus $506.50 | " |
| Harris, Frances E. | R/W | 4.98 | $125.00 per acre plus $263.00 | " |
| **Ochoco Junction-Dayville Section, John Day Hwy.** | | | | |
| Cant, James | Parks | 4.59 | $100.00 Lump Sum plus $5.00 | Benson |
| Mascall, W. R. | Parks | 3.80 | Gratis | Benson |
| **Hermiston-Standfield Section, Old Oregon Trail Hwy.** | | | | |
| Swayze, F. B. | Gravel Pit | 40 acres | $5.00 per acre | Benson |
| **Brunks Corner-Oak Point, Independence Secondary Hwy.** | | | | |
| Ladd & Bush Trust Co. | Slope Easement | 0.22 | Gratis | McCallister |
| Ladd & Bush Trust Co. | R/W | 0.238 | Gratis | " |
| **Rock Creek-Wallowa, Wallowa Lake Hwy.** | | | | |
| Boyd, Ada | R/W | 0.15 | $50.00 per acre plus $16.00 | Benson |
| Dougherty, Martha | R/W | 0.37 | $75.00 per acre plus $36.00 | Benson |
| Dougherty, W. T. | R/W | 0.22 | $75.00 per acre | Benson |
| Cramer, W. W. | R/W | 7840 Sq. Ft. | at 1¢ per Sq. Ft. | Benson |
| McDonald, John | R/W | 215 Sq. Ft. | Gratis | Benson |
| **Imbler-Elgin Section, Wallowa Lake Hwy.** | | | | |
| Roulet, Wm. | Snow Fence R/W | 2.00 | $65.00 per acre | Benson |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amount | Agent |
|---|---|---|---|---|
| **Elsie-Humbug Creek-Wolf Creek Hwy.** | | | | |
| Smith, John H & Waterhouse, David | Quarry Site | 9.58 | $100.00 per acre | Benson |
| **Douglas County-Coos Bay, Roseburg Hwy.** | | | | |
| U. S. Government | Recreational Site | 160 acres | 1 yr. rental $127.50 Lump Sum | Boardman |
| **Jackson County, Crater Lake Hwy.** | | | | |
| U. S. Government | Recreational Site | 80 acres | 1 yr. lease $13.75 Lump Sum | Boardman |
| **Lane County, Siuslaw Hwy.** | | | | |
| U. S. Government | Recreational Site | 120 acres | 1 yr. lease $55.00 Lump Sum | Boardman |
| **Douglas County, Umpqua Highway** | | | | |
| U. S. Government | Recreational Site | 51.51 | 1 yr lease $6.44 | Boardman |
| **Florence Section-Oregon Coast Hwy.** | | | | |
| Sanborn, Wm. J. | R/W | 1200 Sq. Ft. | 1¢ per Sq.Ft. | Parker |
| **Biggs Section, Columbia River Hwy.** | | | | |
| Fulton, Lulu B. | R/W | 0.24 | $5.00 Lump Sum | McCallister |
| **Boyer to Otis, Salmon River Hwy.** | | | | |
| Sax, John | R/W | 0.13 | $35.00 Lump Sum | " |
| Tari, John | " | 0.046 | Gratis | " |
| Boyer, J. W. | " | 0.72 | $100.00 per acre | " |
| Stone, Sarah B. | " | 0.6 | $100.00 per acre | " |
| Hellenbrand, Oscar | " | 0.24 | $100.00 per acre | " |
| Harrington, T. F. | " | 2.20 | $100.00 per acre | " |
| Kinneman, Henry | " | 0.33 | $100.00 per acre | " |
| Hunt, Clara E. | " | 0.41 | 50.00 per acre plus $26.00 | " |
| Ford A. R. | " | 0.18 | $100.00 per acre | " |
| Gregory, Henry | " | 0.28 | $100.00 per acre plus $20.00 | " |
| Dodson, O. M. | " | 0.40 | $100.00 per acre | " |
| Labsch, August J. | " | 0.21 | $100.00 per acre | " |
| Warren, E. I. | " | 0.44 | $100.00 per acre | " |
| Jefferies, Alfred | " | 0.263 | $100.00 per acre | " |
| McCrosky, G. O. | " | 0.28 | $200.00 Lump Sum | " |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amount | Agent |
|---|---|---|---|---|
| Redmond-Bend, The Dalles-California Hwy. | | | | |
| World War Veterans' State Aid Commission | Easement for Hauling Road | 0.43 | Gratis | McCallister |
| Scotts Butte-Jordan Valley, I. O. N. Highway | | | | |
| McDonnell, J. E. | R/W | 3.7 | $100.00 per acre | |
| | | 1.3 | 5.00 per acre plus $154.00 | Benson |
| Junction City-Eugene, Pacific Highway | | | | |
| Mahon, Mary C. | R/W | 0.99 | $25.00 Lump Sum | Parker |
| Mahon, Mary C. | R/W | 0.012 | 5.00 Lump Sum | " |
| Rice, Edward E. | R/W | 3.61 | $100.00 per acre | " |
| Rosen, C. J. | R/W | 4.24 | $100.00 per acre plus $80.00 | " |
| Waterman, Ora Waddell | R/W | 10.66 | 75.00 per acre plus $190.00 | " |
| Young, C. M. | R/W | 5.80 | $100.00 per acre | " |
| Fullmer, Walter E. | R/W | 0.015 | 6.00 Lump Sum | " |
| Buss, Elmer | R/W | 0.59 | 40.00 Lump Sum for land plus $60.00 | " |
| Calbert, Thomas | R/W | 0.10 | $75.00 per acre plus $5.00 | " |
| Brabham, Granvill W. and Strome, C. L. | R/W | 0.12 | $1.00 Lump Sum | " |
| Blais, Bertha V. | R/W | 0.077 | $400.00 per acre | " |
| Rice, Tillie | R/W | 5.19 | $100.00 per acre | " |
| Hulegaard, Albert | R/W | 4.49 | 50.00 per acre plus $80.00 | " |
| Maxwell, J. W. | R/W | 5.25 | $100.00 per acre plus $82.00 | " |
| Brunk, Mettie | R/W | 5.52 | $87.50 per acre | " |
| Buss, Katie | R/W | 0.096 | 5.00 Lump Sum | " |
| Warner, Fred J. | R/W | 4.94 | $15.00 per acre | " |

The Commission discussed the advisability of purchasing the recreational areas which it now has under lease from the Federal Government and for which it is paying an annual rental charge. It was the thought of the Commission that it might be better to acquire these areas outright rather than to continue to pay rentals for which the state will receive no credit, when the leases expire. Accordingly, the Attorney was instructed to ascertain and report at the next meeting the cash outlay to purchase the areas.

The Engineer reported that "Enegren Ferry", which is being operated by state forces across Coos River on the Coos River Secondary Highway east of Marshfield in Coos County, is badly in need of repair; which brings up the





question whether such service should be continued as a state force proposition or should be contracted similar to other ferry service on the Oregon Coast Highway. He advised that the present ferry is too small to serve the traffic needs and if it is to be continued as a state force operation a larger ferry should be provided, which necessitates the purchase of a new ferry because the Coos River at this point is too narrow to accommodate any of the Coast Highway ferries that will be available when the coast bridges are completed. He recommended the contracting of the ferry service so as to eliminate this extra expense. After some discussion the Commission approved the Engineer's recommendation and authorized him to advertise for bids for such ferry service at the next meeting.

The Commission had under consideration the following requests for extensions of time in which to complete highway construction projects:

Edlefsen-Weygandt Company, Contract No. 1609, for grading and paving the South Unit of the Portland-Milwaukie Section of the East Portland-Oregon City Highway, requested an additional extension of time from November 30, 1934 to June 25, 1935, in which to complete this project. The Engineer advised that the contractor was delayed in completing this job by reason of the fact that the Southern Pacific Company had not completed the construction of its part of the work, consisting of the reconstruction of its tracks in South Milwaukie. He further advised that this job has now been completed and the highway opened to travel; also, that the delay has not greatly inconvenienced the traveling public because it has had the continued use of the old highway. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Northwest Roads Company, Contract No. 1625, construction of Units A, C and D of the Coos Bay Bridge project on the Oregon Coast Highway at North Bend, in Coos County, requested an extension of time to August 20, 1935, in which to complete the construction of Unit A of this project, giving as their reasons the following: (1) An unusually severe winter with attending strong winds on Coos Bay which materially retarded the progress of their work; (2) Conditions arose during the construction requiring additional work at piers 10 and 11 for protection against possible scouring action; (3) Considerable delay was encountered through failure to receive materials as contracted for. The Engineer advised that in connection with this job there are many ramifications incident to the adjustment of the penalty and bonus conditions of the contract which can only be given proper consideration at the completion of the job and, in his estimation, no consideration should be given to any request for extensions of time other than those involving delays resulting from conditions imposed by the Highway Department. It was his thought that the Commission should hold to the provision in the contract embodying a penalty of $100 per day for failure to complete the contract within the specified time limit. He recommended that the extension be granted with the express understanding that the bonus benefits of the contract will not be permitted to operate against the interests of the state by reason of the granting

of such extension. In other words, the penalty and bonus provisions of the contract, when applied at the completion of the job will not be restricted or enlarged by reason of the granting of the extension of time, but such provisions will be applied pursuant to the scope of their intent when incorporated in the agreement so as to accomplish their full purpose. After some discussion of this matter the Commission approved the Engineer's recommendation by unanimous vote.

Frank Neave, Contract No. 1650, construction of frame maintenance building in Roseburg, requested an extension of time from December 31, 1934, to May 11, 1935, in which to complete this contract, giving as his reason that he was not permitted by the Engineer to paint the exterior of this building until weather conditions were suitable for such work. The Engineer advised that the contractor could have completed this job within the time limit specified in the contract but it would have involved the painting of the exterior of the building during rainy weather and he considered it better to postpone such work until weather conditions were more favorable and orders were given to the contractor to that effect. In view thereof he recommended that the extension requested be granted without penalty. The Commission approved this recommendation by unanimous vote.

Jacobsen-Jensen Company, Contract No. 1655, for paving the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County and Washington County, requested an extension of time of 30 days to August 31, 1935, in which to complete this job, giving as their reason that late spring rains interfered with the progress of the work and were directly responsible for the delay. The Engineer advised that this job was delayed considerably by adverse weather conditions; also, that the greater part of the work will be completed within the specified time limit and the road will be open for public use, and that the work left to be done is of such a nature that it can be done satisfactorily even under highway traffic. He recommended that the extension requested be granted without penalty in view of the fact that the delay has caused very little, if any, interference with the free use of the highway and the State has experienced very little extra expense for engineering supervision. The Commission approved the Engineer's recommendation unanimously.

Sig Ash, Contract No. 1659, for the construction of a maintenance building at Pistol River on the Oregon Coast Highway, in Curry County, requested an extension of time from December 31, 1934 to May 22, 1935, in which to complete this project. The Engineer advised that this contract would have been completed within the specified time limit had it not been for the fact that he asked the contractor to defer painting the exterior of the building until weather conditions were more favorable for such work. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.





Chas. H. Leonard, Contract No. 1715, for grading the Necarney Creek Section of the Oregon Coast Highway in Tillamook County, requested an extension of time from July 31, 1935 to August 15, 1935, in which to complete this project, giving as his reason for such request continuous heavy rains. The Engineer advised that Mr. Leonard started work on this contract within a few days after it was awarded to him and he has employed two shifts of men on the job most of the time since then; furthermore, he has done all that could reasonably be asked of him in every stage of the work but was delayed because of inclement weather and an extremely wet cut. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Newport Construction Company and Kern and Kibbe, Contract No. 1677, furnishing crushed rock in stock piles for the Beaver Marsh Section of The Dalles-California and Green Springs Highways, requested an extension of time from April 30, 1935 to July 31, 1935, in which to complete this job, giving as their reason that snows prevented the commencement of operations early ehough to complete the job within the time limit. The Engineer advised that the contractor's statement as to the cause of the delay is correct; that the contractor set up his plant as soon as the snow was gone and has prosecuted the work in a vigorous manner ever since. He also stated that the public has not been inconvenienced by the delay, neither has the State suffered any loss on account of any extra engineering expense because the engineering work was handled by one of the engineering crews in connection with other work. He recommended the extension be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

Jacobsen-Jensen Company, Contract No. 1690, for paving and resurfacing 3rd Street-15th Street Unit of the Corvallis Section of the Corvallis-Newport Highway, Benton County, requested an extension of time from June 30, 1935 to July 31, 1935, in which to complete this project, giving as the reason for their request the rejection by the Engineer of certain crushed materials which they had planned to use in the work. The Engineer stated that there is no reason why this job could not have been finished in the allotted time had the contractor put forth a little extra effort; however, the contractor took this job in routine with several other jobs and it was more convenient for them to do the work as it has been done than to comply strictly with the special provisions of the contract covering the time limit feature. He further advised that neither the State nor the public has been materially inconvenienced by the delay, nor has the State incurred any great amount of extra engineering expense for supervision; wherefore, he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

Kern & Kibbe, Contract No. 1705, for paving 2nd Street-7th Street Unit of the Forest Grove Section of the Tualatin Valley Highway, re-

quested an extension of time of 30 days from June 30, 1935 to July 31, 1935, in which to complete this job, giving as their reason that this job was being worked in conjuction with another highway contract at Hillsboro and a short delay was necessitated in connection with the Forest Grove project in order to work it economically with the other one. The Engineer advised that the contractor's statement of the reason for the delay is substantially correct, that both jobs at Hillsboro and Forest Grove required black top pavement which they proposed to lay simultaneously and to which method he had no serious objection. He also advised that the delay has not seriously inconvenienced the traveling public, neither has it cost the State any extra expense for engineering supervision. He recommended that the request be granted without penalty. The Commission approved his recommendation by unanimous vote.

Barham Bros., Contract No. 1696, construction of a bridge over the Southern Pacific Company's tracks at North Bend on the Oregon Coast Highway in Coos County, requested an extension of time of 5 days from June 30, 1935 to July 5, 1935, in which to complete this project, giving as their reason that they were unable to obtain trucks to haul away falsework timbers, it being just before the Fourth of July when the local truck men were either celebrating or were occupied with other work. The Engineer advised that this job was actually completed before the expiration of the time limit specified in the contract and that the 5-day extension requested by the contractor is simply to give them time in which to clean up the site of the job; further, that the delay has caused the traveling public no inconvenience whatsoever and has not increased the cost of engineering supervision. He recommended that the request be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

O. N. Pierce, Contract No. 1700, for construction of a bridge over Rhea Creek on the Wasco-Heppner Secondary Highway near Heppner in Morrow County, requested an extension of time of 30 days from July 15, 1935 to August 15, 1935, in which to complete this project, giving the following reasons for such request: (1) Increased quantities of materials to be moved in the grading work and channel change construction; (2)Inclement weather; (3) Difficulty in securing labor. The Engineer recommended that the contractor's request be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1609 with Edlefsen-Weygandt Company for grading and paving South Unit, Portland--Milwaukie Section of the East Portland-Oregon City Highway in Clackamas County; completed June 19, 1935;





Contract No. 1665 with Morrison-Knudsen Company for grading Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway in Harney County; completed July 8, 1935;

Contract No. 1671 with Edward F. Webber for grading Unit 2, McCallister Section of Little Butte Secondary Highway in Jackson County; completed June 29, 1935;

Contract No. 1690 with Jacobsen-Jensen Company for paving 3d Street-15th Street Unit, Corvallis Section of the Corvallis-Newport Highway in Benton County; completed July 13, 1935;

Contract No. 1709 with United Contracting Company for pavement resurfacing on 10th Street-Powder River Unit of the Old Oregon Trail in the City of Baker, in Baker County; completed July 12, 1935;

Contract No. 1659 with Sig Ash for construction of a maintenance building at Pistol River in Curry County; completed May 22, 1935;

Contract No. 1717 with J. F. Johnston for construction of two bridges over Cedar Creek on the West Side Pacific Highway near Newberg in Yamhill County; completed June 30, 1935;

Contract No. 1739 with O. N. Pierce & Co. for raising and repairing the Highway Department shop building No. 2 at Salem; completed June 29, 1935;

Contract No. 1696 with Barham Bros. for construction of a crossing over S. P. Company's tracks at North Bend in Coos County; completed July 5, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1609 with Edlefsen-Weygandt Company for grading and paving South Unit, Portland-Milwaukie Section of the East Portland-Oregon City Highway in Clackamas County;

Contract No. 1665 with Morrison-Knudsen Company for grading Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway in Harney County;

Contract No. 1671 with Edward F. Webber for grading Unit 2,

McCallister Section of Little Butte Secondary Highway in Jackson County;

Contract No. 1690 with Jacobsen-Jensen Company for paving 3d Street-15th Street Unit, Corvallis Section of the Corvallis-Newport Highway in Benton County;

Contract No. 1709 with United Contracting Company for pavement resurfacing on 10th Street-Powder River Unit of the Old Oregon Trail in the City of Baker, in Baker County;

Contract No. 1659 with Sig Ash for construction of a maintenance building at Pistol River in Curry County;

Contract No. 1717 with J. F. Johnston for construction of two bridges over Cedar Creek on the West Side Pacific Highway near Newberg in Yamhill County;

Contract No. 1739 with O. N. Pierce & Co. for raising and repairing Highway Department shop building No. 2 at Salem;

Contract No. 1696 with Barham Brothers for construction of a crossing over Southern Pacific Company's tracks at North Bend in Coos County;

NOW, THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

There being no further business to come before the Commission at this time, the meeting was adjourned at 9:00 o'clock p.m.

Henry F. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

JUL 26 1935



Salem, Oregon, August 2, 1935.

The State Highway Commission met in special session at 10:00 o'clock a.m. in the office of the State Highway Engineer, Room 325, State Office Building, with the following members present and participating:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner

Also present were R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary.

The Commission had under discussion a letter from Dr. I. U. Temple, Pendleton, urging the erection of an appropriate sign at the junction of the Old Oregon Trail and the Columbia River Highway at Umatilla, in Umatilla County, to effectively direct eastbound Old Oregon Trail traffic along this highway. It appears that there is a turn in the Old Oregon Trail at this junction, whereas the Columbia River Highway extends straight ahead along what is known as the Wallula Cut-off, and, under present conditions, people who are unfamiliar with these roads and whose desire it is to continue along the Old Oregon Trail become confused and very often travel considerable distances on the wrong road before realizing their mistake. It was Dr. Temple's thought that this condition could be corrected by appropriate signs. The Commission referred the matter to the Engineer to investigate.

The Engineer discussed with the Commission the matter of resurfacing and oiling the remaining portion of the Cold Springs Highway in Umatilla County and particularly the alignment of this highway north from Cold Springs Creek approximately 2 miles where Division Engineer Williams reports a possible revision that would save 0.57 of a mile in distance and would eliminate inferior alignment but would cost about $19,000 over and above the cost of improving on the present alignment. The Engineer was instructed to look into the matter and render a detailed report thereon. It was also decided that the Engineer should accompany Commissioner Aldrich over the proposed revision when that can conveniently be arranged.

The Engineer reported that he has an engineering crew available for location survey work in Central Oregon, and suggested, in view of the fact that the Commission proposes to improve the Ochoco Highway easterly from Ochoco Dam in the near future, that it would be advisable to assign this crew to extend the present survey of this highway. He requested authority to make such location survey for the section about 7 miles easterly from Ochoco Dam so that the plans for the improvement of this section will be ready when needed. The Commission approved the Engineer's request unanimously.

The matter of permitting the Southern Pacific Company to maintain guy wires over and above the right of way of the Salem-Dallas Highway at Eola, in Polk County, again had the attention of the Commission. In this

AUG 2 1935

connection the Secretary presented a letter from Mr. E. L. King, Superintendent of the Southern Pacific Company, requesting such privilege. The Engineer pointed out that it is contrary to the Commission's established policy to permit guy cables such as these over and across state highways and gave as his thought that the Southern Pacific Company should be required to remove them. The Commission concurred and instructed the Secretary to so inform Mr. King and to order the removal of the guy wires at once in order to eliminate any possibility of accidents occurring for which the Commission might be held responsible and liable.

The Commission had under consideration the matter of renewing its agreement with Brookfield Company, Astoria, covering the matter of opening to traffic whenever necessary the drawbridge across Skipanon River on the Oregon Coast Highway in Clatsop County. The Engineer advised that the previous agreement with the Brookfield Company provides for the payment of $100 to the company each time it opens the bridge for water traffic and that such agreement expired on August 1 of this year; also that during the 3-year period covered by the agreement it was not necessary to open the bridge. However, during 1932, prior to the existence of the agreement, it was opened twice, once at a cost of $149.29 and the second time at a cost of $107.28. He requested instructions in view of the circumstances, whether or not to renew the agreement. The Commission took the attitude that nothing would be lost if the agreement was renewed; and accordingly, after some discussion, referred the matter to the Engineer with power to act after satisfying himself as to the legal features involved.

The Engineer requested authority to contract the surfacing of about 2½ miles of the Little Nestucca Secondary State Highway in Tillamook County. He pointed out that the Commission at one time approved this project for federal funds but it was necessary to delete the project from the program because of the government requirements; hence, if the work is to be done this year and the road made available for this winter's use, it will have to be financed with state secondary moneys, of which there is available for the purpose from Tillamook County's share of such funds approximately $5,000. After some discussion the Commission approved the project for state funds and authorized the Engineer to advertise it for bids to be received at the next regular meeting.

The Secretary presented a copy of a letter from Mr. E. J. Griffith, Administrator for Oregon, Works Progress Administration, directed to Mrs. Jessie M. Honeyman, President of the Oregon Roadside Council, in regard to the furnishing of stenographic service to the Oregon Roadside Council. It appears that a project of this sort falls within the authority of the Works Progress Administration and they will entertain a proposal for furnishing such service if presented by proper authority, and it has been proposed that the State Highway Commission sponsor the project. The Commissioners expressed themselves as being favorable to sponsoring this project provided the State Highway Commission would not have to pay any part of the cost thereof. The Engineer was instructed to write Mrs. Honeyman for details.





The Engineer requested authority to advertise for sale an accumulation of old tires and junk located at the Salem, La Grande and Klamath Falls Shops; also to advertise for sale 7 old Liberty water tanks of obsolete type and of no further value to the Highway Department. The Commission approved his request by unanimous vote.

The Engineer also requested authority to trade in the following equipment as part purchase price on new equipment of similar type; 5 touring cars for 5 new touring cars - estimated cash outlay, $3,000; 8 old trucks for 10 new trucks - estimated cash outlay, $7,000; 5 old pick-up trucks for 5 new pickup trucks - estimated cash outlay, $2,500; or a total expenditure of $12,500. In regard to the old trucks he suggested that in cases where an offer of $35.00 or less is received the offer be considered as a junk bid and that no certificate of title be furnished to the purchaser. After due consideration of this matter the Commission approved the purchase of this new equipment as requested and also approved the Engineer's suggestion that no certificate of title be furnished with trucks if the offers accepted are for $35.00 or less.

The Engineer requested authority to expend approximately $500 for the installation of guard fence and sight posts along the Umpqua Highway in the vicinity of Scottsburg, Douglas County, approximately $1000 to install a hub rail on the existing woven wire guard fence on the Union Avenue approach to the Interstate Bridge, Multnomah County, and approximately $2,000 for the construction of additional parking space for automobiles along the Mt. Hood Highway in the vicinity of Government Camp. The expenditures requested by the Engineer were approved by the Commission unanimously.

A letter was presented from W. J. Lichty, Eugene, requesting permission to transport piling, 120' to 130' in length, over a 3-mile section of the Oregon Coast Highway between Bandon and Coquille, in Coos County. It appeared from information submitted by Mr. Lichty that it is absolutely necessary to move this piling over the highway in order to reach a loading point on the railroad. The Engineer advised that this highway contains many sharp curves, around which long timbers cannot be transported without causing undue hazard to other traffic and ordinarily he would recommend against the granting of a permit for such purpose; however, in view of Mr. Lichty's explanation of the circumstances surrounding this particular case, he wished to make further investigation before making any definite recommendation. The Commission thereupon referred the matter to the Engineer for investigation and report.

The Commission also had under consideration and denied the application of Mr. O. L. Bowman, Albany, to haul piling 120' in length over the Alsea Highway from the Missouri Bend district to Philomath, and the application of Mr. Raleigh Emerson, Milwaukie, to truck piling 110' in length over the McMinnville-Tillamook Highway from Willamina to the junction of the Amity-Bellevue Secondary Highway. Mr. Emerson's application to haul piling 110' in length over the Secondary Highway from Bellevue to Dayton via Amity, in Yamhill County, was approved by the Commission.

The Engineer brought up for discussion the law adopted by the 1935 Legislature which provides that before proceeding to acquire rights of way for highway improvements the State Highway Commission shall confer with the County Courts of the counties in which such rights of way are located and any such rights of way shall be acquired by the state through the State Highway Commission or by the county as agreed upon by the Highway Commission and the County Court. He gave as his thought that the County Courts of the counties in which highway construction work is to be contracted during the month of September should be called into conference with the Commission before bids for these projects are received and suggested that the Commission authorize the Secretary to invite these county courts to a special conference to be held on Thursday, August 15. The Commission approved the Engineer's suggestion and instructed the secretary to invite the county courts of the following counties to such special meeting for formal discussion of this matter: Baker, Clatsop, Crook, Deschutes, Jackson, Lane, Malheur, Marion, Wallowa, Wasco, Washington, Wheeler, Umatilla, Clackamas, and Jefferson.

The Attorney reported that in conversation with Commissioner Washburne a few days previously, Mr. Washburne expressed the thought that perhaps the Commission in applying for a modification of the loan and grant agreement with the Public Works Administration, providing for the refinancing of the Coast Highway bridges and for the operation of the bridges free of tolls, should include in that application a request for additional grant moneys for the construction of the approaches to the Umpqua River bridge at Reedsport. He inquired whether or not the Commission cared to consider amending its application for such modification to cover the matter of such additional funds. Chairman Cabell and Commissioner Aldrich expressed themselves as being favorably inclined to such amendment but gave as their thought that it is now too late to include it in the application now pending. The Engineer gave as his thought that if the Commission attempted to secure the additional funds now it would undoubtedly delay the completion of the bridge and its use for public travel when the other bridges are completed. He also pointed out that the Commission's program for federal aid funds includes an amount for the construction of the approaches to the bridge, which program has already been approved by the Bureau of Public Roads and could not be changed at this time without causing considerable confusion. After further discussion and in view of the circumstances, the Commission expressed its regrets that they are unable to approve Commissioner Washburne's suggestion.

The Engineer brought up for discussion the matter of maintenance of the present Pacific Highway between Junction City and Eugene after the proposed new highway between these points has been constructed. He stated that it is the desire of Commissioner Washburne that the Commission take some action to show its intention to continue the maintenance of this road and advised that that could be done by designating it as a Secondary State Highway or by designating as a Secondary State Highway the proposed new road, leaving the existing road on the Primary Highway system. The Commissioners expressed themselves as being in favor of maintaining the old road as a Primary State Highway and designating the new road as a Secondary State Highway, and instructed the Attorney to prepare a resolution in conformance therewith for consideration at the next meeting when all the Commissioners are present. In connection with this matter the Engineer pointed out that at present no permanent route has been provided for the proposed new highway into and through Eugene, now temporarily routed over the old county road (Prairie Road) which connects with Sixth Avenue, which brings up the question of the improvement of the present connection. He also pointed out that the Bureau of Public Roads will not approve the expenditure of federal funds for the improvement of the temporary connection; hence, if the Commission wants to make a good connection with the pavement on Sixth Avenue in Eugene, in accordance with its oral agreement with the city, the work will have to be financed with state money. He estimated that this portion of the project would cost about $25,000, and requested authority to proceed with his plans on the basis of the state paying for the improvement. Chairman Cabell and Commissioner Aldrich expressed themselves as being in favor of this expenditure and temporary routing for this highway provided it is approved by Commissioner Washburne. Commissioner Aldrich stated that he would discuss the matter with Commissioner Washburne in Eugene this evening, whereupon it was decided to hold a short special session of the Commission in Eugene, to dispose of this matter and others pending.

Chairman Cabell asked to be excused at this time, whereupon the meeting was adjourned at 1:00 o'clock p.m.

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Henry J. Cabell
Chairman

E. B. Aldrich
Commissioner





Eugene, Oregon, August 2, 1935.

The State Highway Commission convened at 9:00 o'clock p.m. in the office of the Eugene Hotel. Present were:

E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

Chairman Cabell was unable to be present because of a previous engagement.

The Engineer advised Commissioner Washburne of the action taken by Chairman Cabell and Commissioner Aldrich on matters disposed of by them at the meeting held in his office at Salem this morning. Commissioner Washburne confirmed without exception the action taken by the other Commissioners on such matters.

The Commission had under consideration a letter from Jackson County Chamber of Commerce inquiring as to the Commission's plans for the expenditure of federal secondary moneys in Jackson County. The Engineer was instructed to advise the Chamber of Commerce that the Commission's program for such funds has not yet been definitely formulated, but it is not likely that Jackson County will receive any of this money because of large appropriations made for primary highway construction in that county, including that for the reconstruction of the Pacific Highway over the Siskiyou Mountains, which would have to be curtailed in order to obtain funds for county road improvements.

The abandonment of a short section of Williams Secondary Highway in Josephine County between Murphy and Provolt, which section is no longer required as a State Highway because of the reconstruction of the highway on new alignment at this point, had the attention of the Commission. The Engineer recommended that the short section in question be deleted from the highway system and turned back to Josephine County for maintenance. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Williams Secondary Highway No. 261 in Josephine County; namely the section of the Williams Secondary Highway known as the Murphy-Provolt Section; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there was eliminated and made unnecessary as a part of the permanent and completed highway a certain section or part thereof, which section or part is more specifically defined and described hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the Williams Secondary Highway in Josephine County the fragment or portion of right of way of the old highway hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land comprising a portion of the old right of way of the Williams Secondary Highway in Josephine County, which fragment of land is confined within the area hereinafter described, and which area has been eliminated from the newly located and constructed Williams Secondary Highway in Josephine County between Murphy and Provolt, be and said discarded right of way and fragment of land hereby is abandoned as a part of the right of way of the Williams Secondary Highway, and said abandoned right of way or area, in so far as control or supervision of the same by this Commission is concerned, is left to revert to the adjoining





or abutting property owners or to the control and supervision of the County Court of Josephine County for highway or other public purposes as said County Court may determine. The limits of said abandoned portion of the right of way and area thereof are described as follows, to wit:

All that portion of said road lying between center line Station 35+16 to Station 46+43 of the relocated center line of said Highway, the center line of said portion to be abandoned being described as follows:

Beginning at a point on the center line of the existing highway; said point being 30 feet distant westerly from, (when measured at right angles to) the relocated center line of said highway at engineer's center line station 35+16; said point also being 2620 feet south and 1495 feet west of the northeast corner of Section 19, Township 37 South, Range 5 West; W.M.,; thence South 0° 57' West a distance of 558 feet; thence on a 191 foot radius curve left, (the long chord of which bears South 41° 38' East) a distance of 283.9 feet; thence South 84° 13' East a distance of 309 feet; thence North 84° 03' East a distance of 337 feet to a point which is opposite and 40 feet distant southwesterly from engineer's center line station 46+43 of said relocated center line.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map*, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, along which area appear the words "abandoned section of Williams Secondary Highway", and which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, and E. A. Collier, Division Engineer, and bears date of August 1, 1935.

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said secondary state highway.

* Map filed in Right of Way Abandonment and Retention Resolution file. - No. 22

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Josephine County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Williams Secondary Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Josephine County and beyond any responsibility or supervision by the State Highway Commission.

The Commission had under consideration a petition signed by 106 residents and taxpayers of the northern part of Wallowa County urging the Commission to construct this summer at least a part of the proposed extension of the Enterprise-Flora Highway north from the town of Flora toward the Washington State line. Commissioner Aldrich stated that he has already advised these people that the Commission cannot undertake their project this year because there is no money available to finance it, the project being ineligible for federal relief money because it is in a remote corner of the state where they have no relief rolls.

The Engineer reported that as instructed by the Commission at the meeting held on July 26, he arranged a meeting with various state and government officials of the States of Oregon and Washington for a discussion of wage rates to be paid men employed on projects financed with federal relief moneys and that such conference was held in the Benson Hotel, Room 1206, Portland, on Monday, July 29, 1935, and was attended by the following persons: Chairman Henry F. Cabell; R. H. Baldock, State Highway Engineer; H. G. Smith, Construction Engineer; H. B. Glaisyer, Secretary, representing the Oregon Highway Department; Lacey V. Murrow, Director of Highways, and James Davis, Construction Engineer, representing the Washington Highway Department; Tom M. Davis, Senior Highway Engineer, and A. F. Morris, representing the Bureau of Public Roads; C. C. Hockley, Acting State Director, P. W. A.; Guy V. Lintner, State Reemployment Director; R. G. Dieck, Project Director, Walfred Shuholm, Director, and J. B. Wall, Assistant Director, Labor Management, representing W.P.A.; Captain C. P. Hardy, representing the U. S. War Department; Spencer L. Baird, representing the Associated District Council U. S. Reclamation Bureau.

This conference, he said, lasted for nearly two hours and, while no mutual agreement was reached, the majority of those present appeared inclined to adopt the wage rates heretofore tentatively adopted by the Oregon Highway Commission on July 26th as follows: Common Labor, 50¢ per hour; Intermediate Labor, 75¢ per hour; and Skilled Labor, $1.20 per hour. He further advised that following the conference and in accordance with authority granted by the Commission at the July 26th meeting, Chairman Cabell decided that the tentative wage rates heretofore adopted by the Oregon State Highway Commission on July 26 should be adopted as definite wage rates for all classes of employment on Oregon highway work, including those projects financed with federal relief moneys, subject to confirmation by the other members of this Commission. Commissioners Aldrich and Washburne expressed their approval of the action taken by Chairman Cabell in this matter and





confirmed the wage rate established by him.

The Engineer presented maps showing the proposed rerouting of state highways in Pendleton and Enterprise which are to be used in connection with the public hearings scheduled to be held in those towns on September 9 and September 10, 1935, as required by law. The Commission approved the routings disclosed thereon and confirmed the dates set for the hearings. The Secretary was instructed to send formal notice to the city councils of Pendleton and Enterprise, as required by the statutes.

A letter was presented from Henry McGreer, President, Fossil-Antelope Better Roads Club, inquiring as to the plans of the Commission for the improvement of the Fossil-Clarno Section of the Fossil-Antelope Secondary State Highway and whether or not it is the intention of the Commission to use the county money which has been offered as cooperation to finance this work. The Secretary was instructed to inform Mr. McGreer that the Commission has not yet completed the formulation of its construction program and, accordingly, does not know if it will have any money for this job; also, to request that the county money be reserved for six months or so to give the Commission an opportunity to ascertain definitely whether or not it will be able to undertake the proposed improvement.

A letter was presented from Mr. M. W. Gaither, Astoria, requesting a lease of the old Columbia River Highway right of way at the John Day River crossing, near Astoria, for a boathouse moorage. The Commission referred this matter to the Engineer for investigation and report.

The Commission denied a request from Wuori and Son, Astoria, for permission to conduct a fish business in a fish hut mounted on wheels, on the right of way of the Oregon Coast Highway near Youngs Bay Bridge at Astoria.

The Secretary reported that, in accordance with instructions from the Commission, he requested the manager of the Benson Hotel, Portland, to bill the Commission for the rooms which the Commission uses from time to time in connection with its meetings, and that, while the hotel people were reluctant to do this, they finally agreed to a charge of $2.50 per day to pay the cost of extra janitor service. The Commission considered this a very reasonable charge and ordered that the hotel be paid that amount hereafter for the use of its rooms.

The Assistant Attorney reported the results of negotiations with Mr. Barney Oldfield, Eugene, in regard to his claim for damages which he alleges occurred to his property by reason of certain highway embankment construction and the installation of a certain culvert pipe on the McKenzie Highway adjacent to his property in Lane County. He pointed out that this matter has been the subject of controversy for several years, but heretofore agreement could not be reached with Mr. Oldfield. However, he has now agreed to settle for $250.00 and to deliver to the Commission a written release of all damages when such payment has been made. In the discussion of the matter which followed, the question arose whether or

not Mr. Oldfield is still the owner of this property, rumors having been received to the effect that he has disposed of it. The Commission approved the Attorney's settlement of this matter subject to the condition that an investigation of the county records discloses that Mr. Oldfield still owns the property in question. The Assistant Attorney was instructed to make such investigation.

A letter was presented from Honorable J. B. Wilkerson, County Judge of Columbia County, transmitting additional statistics in connection with their previous request for an allocation of funds for the construction of a proposed highway extending from St. Helens to Vernonia and for improvements to the Columbia River Highway through Columbia County. The Commission ordered this communication filed in the department records.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. He submitted a list of such properties, which was approved by the Commission after careful study. The following resolution in regard thereto was adopted by the Commission by unanimous vote, subject to the condition that the purchase price of the right of way needed for the proposed highway between Junction City and Eugene shall not be paid to the owners until this road has been designated as a State Highway:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of nogotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Florence Section-Oregon Coast Highway.** | | | | |
| Lane County | R/W | 1200 Sq. Ft. | Gratis | Parker |
| **Rock Creek-Wallowa-Wallowa Lake Highway** | | | | |
| Pelland, Phil O. | R/W | 8538 Sq.Ft. at 1¢ per Sq.Ft. plus $350.00 | | Benson |
| Bechtel, Mary F. | " | 0.47 | at $75.00 per Ac. plus $35.75 | " |
| **Boyer-Otis Section-Salmon River Highway** | | | | |
| Wendelin, A. | R/W | 200 Sq. Ft. | $2.50 Lump Sum | McCallister |
| Scheuerman, Fred A. | " | 0.065 | at $100.00 per acre | " |
| **Prineville-Ochoco Section-Ochoco Highway** | | | | |
| Williamson, J. N. | R/W | 1.00 | at $100.00 per Ac. | |
| | | 0.32 | Gratis plus $81.00 | McCallister |
| Bowman, Alta | " | 1.22 | at $100.00 per Ac. plus $105.30 | " |
| **Malheur County-Old Oregon Trail Highway** | | | | |
| Snake River Dist. Improvement Co. | Stock Pile | 1.00 | 15 Months lease $10.00 Lump Sum | Williams |
| **Stanfield-Pendleton-Old Oregon Trail Highway** | | | | |
| Independent Warehouse Co. | R/W | 15.06 | at $30.00 per Ac. plus $556.50 | Benson |
| Sievers, Anna | " | 6.72 | at $30.00 per Ac. plus $267.75 | " |
| Fanshier Estate, W. T. | " | 0.77 | at $30.00 per Ac. plus $20.25 | " |
| Sievers, Est. Jurgen | " | 5.98 | at $30.00 per Ac. plus $46.75 | " |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Stanfield-Pendleton-Old Oregon Trail Highway** | | | | |
| Stanfield Irrigation | R/W | 2.15 | Land Gratis plus $86.25 | Benson |
| Wattenberger, Wm. J. | " | 4.82 | $300.00 Lump Sum | " |
| **Hebo-Hemlock Section-Oregon Coast Highway** | | | | |
| Wallace, G. W. | Stock Pile | 0.52 | 2 Yr. Lease $20.00 Lump Sum | Gray |
| **Junction City-Eugene-Section-Pacific Highway** | | | | |
| Baeur, Felix | R/W | 0.46 | $150.00 Lump Sum | Parker |
| Stafford, Marion T. | " | 8.48 at $50.00 per Ac. plus $80.00 | | " |
| Stafford, Virginia F. | " | 8.43 at $50.00 per Ac. plus $80.00 | | " |
| Pitney, Cecil E. | " | 1173 Sq.Ft. | $1.00 Lump Sum | " |
| Bailey Estate, Edward | " | 32.963 Land | $3300.00 plus $524.00 | " |
| Pattison, John R. | " | 1.18 at $150.00 per Acre | | " |
| Bjerke, Anna | " | 310 Sq. Ft. | $5.50 Lump Sum | " |
| Dunlap, Lyle E. | " | 0.336 | $100.00 Lump Sum | " |
| Bauer, Felix | " | 0.033 at $300.00 per Acre | | " |
| **Jackson County-Tiller-Trail Highway** | | | | |
| Dwinnell, Stanley W. | R/W | 10.23 at $15.00 per Acre | | Parker |
| **Prineville-Ochoco-Ochoco Highway** | | | | |
| Booth, R. A. | R/W | 4407 Sq.Ft. at 2½¢ per Sq.Ft. plus $18.62 | | McCallister |
| Laughlin, Lyle | " | 1.21 at $150.00 per Ac. plus $129.05 | | " |
| Porfily, Bertha | " | 0.198 at $150.00 per Ac. plus $15.00 | | " |
| Slatton, E. T. | " | 3.78 at $100.00 per Ac. plus $480.00 | | " |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| **Stanfield-Pendleton-Old Oregon Trail Highway** | | | | |
| Meyers, Roscoe E. | R/W | 7.78 at $25.00 per Ac. plus $323.00 | | Benson |
| **Middleton-Newberg-West Side Pacific Hwy.** | | | | |
| Yearly Meeting Friends Church (Correction) | R/W | 0.379 Land | $1.00 plus $575.00 | " |
| **Scotts Butte-Jordan Valley-I.O.N. Highway** | | | | |
| State Land Board | R/W | 3.41 at $5.00 per acre | | Benson |
| **Ecola State Park** | | | | |
| Gerritse, Mary | R/W | 1.336 at $150.00 per Acre | | Bentley |
| Stringham, Ora | " | 5000 Sq. Ft. | $50.00 Lump Sum | " |
| Irlan, Chester J. | " | 55000 Sq. Ft. | $350.00 Lump Sum | " |

The Engineer discussed with the Commission the employment of an expert to direct the publicity and advertising activities of the State Highway Department as authorized by the 1935 Legislature. The Commission approved the employment of an experienced man for this work at a salary of $200 or $225 per month and referred the matter to Chairman Cabell and the Engineer to select a man for the job. The Engineer also discussed with the Commission the employment of a landscape architect. The Commission approved the employment of an experienced man for this work at a salary of $200 or $225 per month. The selection of a suitable man for this job was left with Chairman Cabell and the Engineer.

The Engineer brought up for discussion the matter of taking a state-wide traffic count to be financed either with state or government money. He estimated that it would cost about $75,000 to conduct such count, which would furnish employment for about 100 men for a year at $750 each. He gave as his thought that it might be possible to finance this work with federal relief moneys under the alternate plan adopted for construction purposes and which would enable the Commission to take up an additional amount of relief moneys. The Commission deferred its decision in this matter.

The Engineer also discussed with the Commission matters pertaining to the proposed new highway between Junction City and Eugene, and suggested that the Commission designate this road as a secondary state highway subject to the consent and approval of the County Court of Lane County, so as to permit state funds to be expended thereon. The Commission appeared inclined to adopt the Engineer's suggestion but deferred a definite decision in regard thereto until the next meeting when all members are present.

The Commission had under consideration the following requests for extensions of time in which to complete certain highway construction projects:

Theodore Arenz, Contract No. 1678, for grading, surfacing and construction of an oil mat surface on the McNary-Oak Point Section of the Independence Secondary Highway in Polk County, requested an extension of time of 30 days, to August 31, 1935, in which to complete this project, giving as his reason for such request that the contract was awarded to him late in the year when grading operations could not be undertaken without greatly inconveniencing traffic. The Engineer advised that the contractor's statement as to the cause of his delay is correct and that the traveling public has been less inconvenienced than if the job had been started earlier; also that the State has not incurred any extra engineering expense by reason of the delay. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

Haskin & Brooks, Contract No. 1682, for grading Bolon Island Section of the Oregon Coast Highway in Douglas County, requested an extension of time of 60 days, to September 30, 1935, in which to complete this job, giving as their reason for such request, bad weather conditions, necessity for change in equipment set-up, increased quantities of solid rock to be moved and difficulties in securing competent labor. The Engineer advised that the failure of the contractor to complete this job within the time specified was due largely to bad weather, inexperienced operators, and breakdown of equipment. He further advised that the delay has not inconvenienced the traveling public, neither has the State incurred a large amount of extra expense for engineering. He pointed out that the Umpqua River bridge will not be finished before late in November of this year, so delay of the grading contractor will not interfere with nor delay the completion of the entire project, including the bridge; wherefore, he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Jacobsen-Jensen Company, Contract No. 1728, paving Roseburg Section of the Pacific Highway in Douglas County, requested an extension of time of 15 days, to August 15, 1935, in which to complete this job, giving as their reason that they were delayed in commencing their work by late spring rains. The Engineer advised





that the contractor's statement as to the cause of the delay is substantially correct. He recommended that the extension requested be granted without penalty in view of the fact that the traveling public has not been inconvenienced thereby and the State has not incurred any extra engineering expense by reason thereof. The Commission approved the Engineer's recommendation unanimously.

Oregon Contracting Company, Contract No. 1724, grading and construction of bituminous macadam on Rickreall Creek-Coast Junction Unit of the Salem-Dallas Highway in Polk County, requested an extension of time from July 31 to August 31, 1935, in which to complete this project. In support of such request they advised that they commenced construction operations immediately after the award of the contract and practically completed the entire job, including the oiling operations, by June 21, since when the highway has been open for travel, and the only item of work remaining uncompleted is the oil seal coat which involves one day's work, which they intend to do along with the oiling operations on the McNary-Oak Point project which they also have under contract with the State. The Engineer advised that the contractor might have pushed the work a little faster at different times and finished the job within the specified time limit, but was allowed to defer the construction of the seal coat as a matter of convenience. He further advised that the traveling public has not been particularly inconvenienced by the delay, neither has the State incurred any great amount of extra engineering expense; wherefore, he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

F. J. Kernan, Contract No. 1737, for grading and construction of bituminous macadam on the Cascade Locks Section of the Columbia River Highway in Hood River County, requested an extension of time of 40 days, to September 9, 1935, in which to complete this project, giving as his reason that there was some delay on the part of the Commission in awarding this contract to him and that further delay was encountered in securing right of way for a gravel pit. The Engineer advised that the reasons given by the contractor for the delay are substantially correct; also, that the State has not incurred any extra expense for engineering because the engineering crew has been otherwise employed. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

D. L. Ashton, Contract No. 1667, for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County, requested an extension of time of 15 days from July 31, 1935, to August 15, 1935, in which to complete this project. The Engineer advised that the contractor was delayed in starting this project by reason of bad weather. However, after he once got started, he prosecuted the work with due diligence.

He also advised that the State has incurred no loss and the traveling public has experienced no inconvenience by reason of the delay. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1649, with Fred H. Slate for grading the Ranger Station-Elsie Section of the Wolf Creek Highway in Clatsop County, completed July 22, 1935.

Contract No. 1693, with A. T. Dolan for resurfacing and macadamizing the Pittsburg-Vernonia Section of the Nehalem Secondary Highway in Columbia County, completed July 24, 1935;

Contract No. 1705, with Kern & Kibbe, for pavement resurfacing on the Second Street-Seventh Street Unit of the Tualatin Valley Highway in the City of Forest Grove, completed July 25, 1935;

Contract No. 1727, with Kern & Kibbe, for paving the Redmond Section of The Dalles-California Highway in Deschutes County, completed July 30, 1935;

Contract No. 1733, with A. S. Wallace, for furnishing crushed gravel on the Oregon Coast Highway in Curry County, completed July 4, 1935.

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1649, with Fred H. Slate for grading the Ranger Station-Elsie Section of the Wolf Creek Highway in Clatsop County;

Contract No. 1693, with A. T. Dolan for resurfacing and macadamizing the Pittsburg-Vernonia Section of the Nehalem Secondary Highway in Columbia County;

Contract No. 1705, with Kern & Kibbe for pavement resurfacing on the Second Street-Seventh Street Unit of the Tualatin Valley Highway in the City of Forest Grove;

Contract No. 1727, with Kern & Kibbe for paving the





Redmond Section of The Dalles-California Highway in Deschutes County;

Contract No. 1733, with A. S. Wallace for furnishing crushed gravel on the Oregon Coast Highway in Curry County;

NOW, THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:15 o'clock p. m.

E. B. Aldrich
Commissioner

R. H. Baldock
State Highway Engineer

Paul L. Washburne
Commissioner

H. B. Glaisyer
Secretary

Portland, Oregon, August 14, 1935.

The State Highway Commission met in special session at 7:00 o'clock p. m. in room 1205, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Washburne was unable to be present because of a previous engagement.

The Commission approved the minutes of the meetings held on June 5th and June 25th, 1935.

The Attorney reported on the status of the purchase of $2,000,000 bridge revenue bonds heretofore sold by the Commission to the Federal Government in connection with the bridge loan and grant agreement for financing

the construction of the five Oregon Coast Highway bridges. He advised that at the request of Mr. B. W. Thorn, Assistant Finance Director, Washington, D. C., he wired Mr. H. A. Mulligan, Treasurer for Reconstruction Finance Corporation, Washington, D. C., a formal offer to purchase these bonds at par plus accrued interest to date of purchase and delivery of bonds to the State Highway Commission, the exchange to be effected at the Portland Branch of the Federal Reserve Bank, on Monday, August 19th. The Commission approved the Attorney's report and thereupon executed two vouchers in favor of the Federal Reserve Bank, Portland Branch; one in the sum of $2,000,000 covering payment of principal amount of the bonds and the other in the amount of $37,333.33, covering payment of accrued interest on these bonds up to August 19, 1935.

The Commission had under consideration a statement from Storey, Thorndike, Palmer and Dodge, Bond Attorneys, Boston, Massachusetts, requesting payment in the sum of $1,000 for their services in the examination of papers relating to the issue of $3,000,000 State Highway Bonds, Series 3, Nos. 11581 to 14580, inclusive, which said bonds were sold by the State Highway Commission to the First National Bank of Portland, and associates, as result of competitive bidding on July 26, 1935. The Attorney advised that Storey, Thorndike, Palmer and Dodge were retained by the former Highway Commission to examine papers and proceedings in connection with previous issues of Oregon state highway bonds, but in no instance did they charge $1000 for this service--the usual charge being $500. He inquired whether or not he should ask this firm to reduce its present claim of $1000. After some discussion, the Attorney was instructed by the Commission to write Storey, Thorndike, Palmer and Dodge and ascertain whether or not they will reduce the amount of their charge in view of past practice.

The Assistant Attorney, who was present, reported on the Barney Oldfield matter, as instructed by the Commission at its meeting held in Eugene, August 2. He advised that he consulted the Lane County records and ascertained that no transfer had been recorded by which title to the property in question was conveyed out of Barney Oldfield; whereupon, he passed Mr. Oldfield's damage claim, amounting to $250.00, for payment as authorized by the Commission, Mr. Oldfield having previously delivered to him a waiver releasing the State Highway Commission from further liability in the matter. The Commission approved the Attorney's report and action unanimously.

The Engineer reported on his investigation of the application of W. J. Lichty, Eugene, for permission to transport piling, 120' to 130' in length, over the Oregon Coast Highway in the vicinity of Bandon. He stated the section of highway over which the hauling is to be done is very crooked and carries traffic of approximately 1500 cars per day. Further, that it was his belief that it would be impossible to haul piling of this length over this road without causing undue hazard to other traffic. He recommended that the request be denied. The Commission approved the Engineer's recommendation unanimously and instructed the Secretary to so inform Mr. Lichty.





A letter was presented from W. H. Lynch, District Engineer, Bureau of Public Roads, in regard to the easement agreement covering an encroachment on the Southern Pacific right of way by Oregon U. S. Public Works project No. N.R.S. 220-A, Mill City-Gates Section of North Santiam Highway, Marion County (State Highway Contract No. 1587), in which he points out that the easement contains a reservation on the part of the railroad company whereby any portion of its right of way which may be required can be retaken by the railroad; and advises that the easement is satisfactory to the Bureau of Public Roads only if the State agrees to acquire new right of way and reconstruct the highway without expense to the Federal Government in the event of such repossession by the railroad. The Attorney advised the condition incorporated in the lease is one which all of the railroad companies insist on, and he believed, under the circumstances, that there is no other course open for the Commission than to consent to the requirements of the Bureau of Public Roads. In view of the Attorney's opinion, the Commission signed the modification of project agreement covering this matter which accompanied Mr. Lynch's letter.

A letter was presented from Mr. Jamieson Parker, architect, Portland, chairman of the Public Works Committee of the State Planning Board, requesting the facilities of the State Highway Department in making some preliminary studies of highway development in Salem, approaching the proposed capitol site in the southern part of the city. The Engineer asserted his willingness to do anything the Commission would like to have him do in this regard, but suggested, on account of the controversial nature of this subject that nothing be done unless the request comes direct from the Governor or his State Planning Board. The Commission concurred in the Engineer's opinion and after some discussion referred the entire matter to Chairman Cabell, to contact Mr. Parker in regard thereto.

The Engineer reported the sale of one of the Highway Department's old Liberty water tanks to the County Court of Polk County for the sum of $100.00. He advised that this tank was to have been advertised for sale at the next meeting of the Commission, but the County was urgently in need of it, so he thought it advisable to accept the County's advance offer, which he considered to be very fair, rather than to wait for the Commission meeting. The Commission approved the action of the Engineer and confirmed the sale of this tank to the Polk County Court for $100.00.

There was presented to the Commission a letter from the Grande Ronde Pine Company, Pondosa, Oregon, offering to pay the sum of $50.00 for one of the Highway Department's old 1250-gallon water tanks. The Engineer advised that the tank in question is one of those which the Commission proposes to advertise for sale at the next meeting on September 5th. He suggested that the offer be declined and that the Grande Ronde Pine Company be requested to submit a bid for the tank at that time. The Commission approved the Engineer's suggestion and instructed the Secretary so to inform the Grande Ronde Pine Company.

The Commission had under consideration a communication from N. C. Hubbs, County Engineer, Marion County, requesting in behalf of Marion County Court that the State Highway Commission turn over to the County for use on

a county road east of Silverton the old steel bridge over the Pudding River on the Woodburn-Mt. Hood Secondary Highway, east of Woodburn, which recently has been replaced by a modern structure. The Engineer advised that the State has no further use for the old bridge and he recommended that it be turned over to the County without charge. The Commission approved the Engineer's recommendation unanimously, with the understanding that the County will remove the bridge and clean up the site to the satisfaction of the Engineer, at no cost to the State.

The Commission had under consideration the damage claim of one Pearl Gard, Wendling, Oregon, who alleges that her automobile was damaged as the result of negligence on the part of the State Highway Department when it collided with an old snag which had fallen across the McKenzie Highway about five miles east of Blue River, and who now demands that the State reimburse her in the sum of $50.00, that being the difference between the cost of repairs and the amount allowed her by the insurance company which wrote her insurance coverage. The Attorney advised that in his opinion neither the State nor the Highway Commission is liable for any claim of this character unless the unsafe and hazardous condition of the tree was known to the Commission or its employees or could have been known by the exercise of ordinary diligence, or such care as the Highway Commission or its employees are required by law to exercise. He further advised that the evidence in this particular instance fails to reveal any neglect on the part of the State, the State Highway Commission, or any of its employees: Wherefore, in his estimation, the Highway Commission is not liable and the claim should be denied. In view of the Attorney's report, the Commission denied the claim and instructed the Attorney so to inform Mrs. Gard.

A letter was presented from the Tub Mountain Grazing Association, Ontario, Oregon, requesting the Highway Commission to construct fences along the Old Oregon Trail between mile posts 396 and 403 to prevent range cattle from straying onto the highways and endangering the traveling public; also requesting that cattle passes be constructed across the highway at one or two points, to enable stock to be driven safely across the highway to watering places without fear of injury. The Engineer pointed out that there are hundreds of miles of unfenced highway in the state and if the Commission should embark on a fence-building program, the cost would soon run into an enormous sum of money, which, under present conditions, is not available for such purposes without curtailing the highway construction program. He recommended that the request be denied but that the Association be authorized to construct its own cattle passes if it so desires. The Engineer's recommendation was adopted by the Commission unanimously and the Secretary was instructed so to inform the Tub Mountain Grazing Association.

The Engineer reported that in conformance with the Commission's instructions he investigated the highway leading over the Chehalem Mountain, which the Newberg Chamber of Commerce wishes to name "Chehalem Skyway" and found that the road in question is neither a secondary nor a primary state highway, hence does not come under the jurisdiction of the State Highway Commission; wherefore, this Commission would have nothing to say about naming it. He suggested that the Newberg Chamber of Commerce be so advised





and requested to refer their proposition to the County Court of Yamhill County, in which County the road is located. The Commission approved the Engineer's suggestion and instructed the Secretary to notify the Newberg Chamber of Commerce accordingly.

The Commission had under consideration a letter from J. R. Thompson Logging Company, Marshfield, requesting permission to truck logs over the California Line-Harbor Section of the Oregon Coast Highway in Curry County during Saturday afternoons and Sundays, up to and including September 8, 1935, to enable them to load a certain boat which will be in the Brookings harbor at that time. The Engineer advised that traffic is not very heavy on this road and in his estimation the trucking of logs during Saturday afternoons and Sundays for the period desired will not inconvenience traffic to any great extent. He recommended that the request be granted. The Commission approved the Engineer's recommendation and authorized the Secretary to issue the customary permit in accordance therewith.

The Assistant Attorney reported that as previously instructed by the Commission, he made demands upon Mr. E. N. Boylen, Pendleton, for the payment of delinquent rental for the use of Sunset Inn State Park in Umatilla County, under penalty of eviction unless he paid such rentals for the years 1934 and 1935 before August 15th, and as a result has received from Mr. Boylen his check for rentals in full up to November 15, 1935, which closes the matter for the present so far as the State Highway Commission is concerned. The Commission approved the Attorney's report.

The Attorney reported the progress that is being made in acquiring additional land along the Salmon River Highway for right of way and for timber preservation. He advised that he recently conferred with Ira Withrow and a Mr. McCulloch who are the western representatives of the Miami Timber Company which owns a considerable amount of the timber in this vicinity, and was informed by them that the company is selling its timber in that locality for $3.50 per thousand and that they will have no difficulty in obtaining as much as $5.00 per thousand for some of it. He further advised that, in his estimation, the company could easily show a value of $3.50 per thousand; but, upon his persuasion. Mr. McCulloch agreed to correspond with the Chicago office of the Company and recommend the sale to the State of as much land and timber as the State wants at the rate of $2.50 per thousand for the timber, of which there are approximately 28 million feet growing on the land desired by the State. He also advised that the Miami corporation prefers not to become involved in a condemnation suit and will, under special agreement, let the State enter upon the land that is now needed for right of way, but will not make any such special agreement in regard to the balance of the land, which indicates to him that it may be necessary to condemn the balance if the State wants to preserve the timber. He requested instructions whether or not to continue negotiations with the company in view of its attitude in the matter. The Engineer gave as his thought that $2.50 per thousand is too much to pay for the timber; that the price should be limited to the maximum of $2.00 per thousand. After some discussion the Commission

instructed the Attorney to continue negotiations with the Miami Company on the basis of purchasing the timber at $2.00 per thousand.

In connection with this matter, the Commission discussed the desirability of acquiring additional timber tracts throughout the state. Chairman Cabell suggested that the Engineer be authorized to investigate desirable timbered areas throughout the state, in order to secure a comprehensive picture of such tracts to enable the Commission to determine which tracts are logical candidates for addition to the State Park System. His suggestion was approved by Commissioner Aldrich and the Engineer was thereupon instructed to make such investigation and render report thereon, which report is to include a list of timber areas in the order of their desirability and the cost to acquire each. The Engineer was also authorized by the Commission to conduct a timber cruise on each area.

The Attorney reported the status of the Highway Commission's petition directed to the Corvallis City Council requesting the vacation of a portion of the 14' alley extending in a northerly and southerly direction thru Block "A" of Avery's Addition to Corvallis, which alley is needed by the State Highway Department in connection with its maintenance headquarters site at this location. He stated that the Corvallis City Council had this matter under consideration at its meeting held August 5th, and the only objection offered at that time was that of a Mr. John W. Ash who owns property in the same block; also, that the discussion brought up the question whether or not Mr. Ash would have any grounds for damage against the city in the event the alley should be closed. He advised that the majority of the council are favorable to vacating the alley if the State Highway Commission will assist by loaning its legal counsel in the defense of any action that Mr. Ash might bring against the city and will pay any damages and costs resulting therefrom and generally hold the city harmless by reason of any action brought by Mr. Ash. After some discussion the Commission authorized the Attorney to assist the City of Corvallis in defending any action for damages that Mr. Ash might bring against the city in this matter and decided to assume the payment of costs that might be assessed against the city by reason of such damage suit. The Secretary was instructed to convey this information to the City Attorney for presentation to the City Council at its next regular meeting on August 19, when this matter is to be reconsidered.

Reconsideration was given by the Commission to the abandonment of the old Pacific Highway route between Central Point and Medford in Jackson County, which route is no longer needed as a highway route by reason of the reconstruction of the highway on new alignment between these points. The Attorney advised that, as instructed by the Commission on May 2, 1935, he has examined the statutes and finds that the Commission has the legal right to change the location of the highway between the points in question, notwithstanding the extreme length of the revision. In support thereof, he quoted the law and declared that the matter was clearly decided in the case of Zilesch vs. Polk County, involving the relocation of the West Side Pacific Highway through Polk County, which decision was upheld by the Supreme Court. It was his opinion that the Commission has the authority to elimi-





nate from the highway system by revision of alignment, any old highway route and allow it to go into disuse or to be taken over by a county as a county road. In view of the Attorney's opinion, the Commission decided to abandon the section of highway in question. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Pacific Highway in Jackson County; namely the section of the Pacific Highway beginning approximately one-half mile north of the city limits of Medford at the crossing of the P. and E. railway tracks and extending northerly to the intersection of Fourth and Bush Streets in the town of Central Point; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there was eliminated and made unnecessary as a part of the permanent and completed highway a certain section or part thereof, which section or part is more specifically defined and described hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the Pacific Highway in Jackson County the fragment or portion of right of way of the old highway hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land comprising a portion of the old right of way of the Pacific Highway in Jackson County, which fragment of land is confined within the area hereinafter described, and which area has been eliminated from the newly located and constructed Pacific Highway in Jackson County from a point approximately one-half mile north of Medford, northerly to the town of Central Point, be and said discarded right of way and fragment of land hereby is abandoned as a part of the right of way of the Pacific Highway, and said abandoned right of way or area, in so far as control or supervision of the same by this Commission is concerned, is left to revert to the adjoining or abutting property owners or to the control and supervision of the County Court of Jackson County for highway or other public purposes as said County Court may determine. The limits of said abandoned portion of the right of way and the area thereof are described as follows, to wit:

A parcel of land, lying in Sections 11, 12, 13 and 14, Township 37 South, Range 2 West, W.M., Jackson Coun-

ty, Oregon, said parcel being a strip of land 60 feet in width, 30 feet on each side of the following described center line.

Beginning at a point which is the intersection of the south line of said Section 13 and the center line of the originally constructed Pacific Highway at approximately engineer's center line Station 21+62; thence on a 204.6 foot radius curve right (the long chord of which bears North 30° 58' West) a distance of 71.1 feet to Station 22+33.1 P. T.; thence North 21° 01' West a distance of 2775.5 feet to Station 50+08.6 P. C.: thence on a 1146 foot radius curve left, (the long chord of which bears North 24° 50' West) a distance of 152.7 feet to Station 51+61.3 P.T.; thence North 28° 39' West a distance of 2529 feet to Station 76+90.3 P. C.; thence on a 11460 foot radius curve left, (the long chord of which bears North 30° 15' 30" West) a distance of 643.3 feet to Station 83+33.6 P.T.; thence North 31° 52' West a distance of 559.9 feet to Station 88+93.5 P. C.: thence on a 204.6 foot radius curve left, (the long chord of which bears North 60° 53' West) a distance of 207.3 feet to Station 91+00.8 P.T.; thence North 89° 54' West a distance of 2305.9 feet to Station 114+06.7 P. C.; thence on a 204.6 foot radius curve right, (the long chord of which bears North 44° 57' West) a distance of 321.1 feet to Station 117+27.8 P. T.; thence North a distance of 2221 feet to Station 139+48.8 P. C.; thence on a 204.6 foot radius curve left, (the long chord of which bears North 44° 56' 30" West) a distance of 321 feet to Station 142+69.8 P. T.; thence North 89° 53' West a distance of 1611.1 feet to Station 158+80.9 P. C.; thence on a 100.6 foot radius curve right, (the long chord of which bears North 41° 41' 30" West) a distance of 169.1 feet to Station 160+50 P. T.; thence North 6° 30' East a distance of 7.5 feet to Station 160+57.5 P. C.; thence on a 545.7 foot radius curve left, (the long chord of which bears North 14° 18' West) a distance of 396.2 feet to Station 164+53.7 P. T., said station also being on the center line of Fourth Street in the City of Central Point; excepting that portion of the above described strip of land which now lies within the present established right of way.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, along which area appear the words "abandoned portion of Pacific Highway", and which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, and H. G. Smith, Construction Engineer, and bears date of April 25, 1935*.

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road

* Map filed in Right of Way Abandonment and Retention Resolution File No. 23.





to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Jackson County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Pacific Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Jackson County and beyond any responsibility or supervision by the State Highway Commission.

In connection with this matter, the Engineer pointed out that the County Court of Jackson County desires the old road repaired before they will accept jurisdiction of the same. The Commission ordered a report from the Engineer on the cost to do this repair work.

The Commission had under consideration a petition signed by 111 residents of the Eagle Point-Lake Creek District, Jackson County, requesting the oiling of the Little Butte Secondary Highway between the towns of Eagle Point and Lake Creek, a distance of 11.75 miles. The Engineer advised that this highway is graded 20' wide and has a traveled roadway of crushed gravel 16' wide, which is thin and in no condition to oil; also, that there are no surfacing materials on hand for resurfacing work and no money available to finance the improvement, inasmuch as the state secondary money is required for maintenance, and Jackson County's share of the federal relief moneys has been set aside for grading the Siskiyou Section of the Pacific Highway. In view of the circumstances, he recommended that the petition be denied. The Commission approved the Engineer's recommendation by unanimous vote, and ordered that the petitioners be so advised.

A letter was presented from O. D. Eby, Clackamas, Oregon, attorney for Home Owners' Loan Corporation, Oregon City, transmitting for the Commission's consideration petitions from the Molalla Community Commercial Club, Silverton Chamber of Commerce, and Stayton Chamber of Commerce, requesting the realignment, resurfacing, and oiling of that part of Secondary State Highway No. 160 in Clackamas County extending from Jack's Bridge, a short distance south of the town of Marquam, northerly, to a connection with the present paved road near the town of Liberal. The Commission denied the request because of lack of funds for such purpose.

There was brought to the attention of the Commission a telegram from Hon. G. F. Everhart, Mayor of Oregon City, renewing previous objections to the adoption of Water Street as the route of the East Portland-Oregon City Highway through Oregon City, and stating that many business

people and members of the Oregon City Chamber of Commerce prefer what is known as the Hill Route for this highway. The Commission took no action on this telegram, but decided, after considerable discussion, to hold a public hearing in Oregon City as required by law, for the purpose of obtaining expressions from the people of that city regarding the proposed change in the present highway route. The Commission set the hour of 2:00 o'clock p. m. on Thursday, September 26, 1935, as the time for such hearing and instructed the Secretary to notify the city authorities thereof as required by statute.

Reconsideration was given by the Commission to the release of the final payment due contractor Homer G. Johnson for surfacing the Kamela-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties, State Highway Contract No. 1156, which job was completed by Mr. Johnson on June 30, 1931. The Engineer pointed out that a previous meeting of the Commission authorized payment of this final estimate to Mr. Johnson, notwithstanding his refusal to accept it as final payment and to sign the customary affidavit that he accepts the amount as payment in full of the State's obligation. However, since then, the question has arisen whether or not it is advisable to pay this estimate now, inasmuch as it might indicate that the State was in error by holding up the payment so long and might act against the Commission in the event Mr. Johnson took his claim into court, and the State might then be required to pay interest on the amount. He gave as his thought that the Commission should continue to withhold this payment until Mr. Johnson requests its release. The Attorney advised that insofar as the interest is concerned, the payment could be made without incurring any additional obligation, it being his understanding of the law which was upheld by the Court in the case of the United Contracting Company against the Commission, that in the absence of a statute covering such matter the State cannot be required to pay interest. He further advised that he has been unable to find any statute that could be pointed to by Mr. Johnson as his authority to demand, or the State's authority to pay, interest in a case of this kind. After some discussion the Commission decided to continue to retain the amount due Mr. Johnson until he demands payment.

The Attorney reported on the status of matters pertaining to the La Grande undercrossing project for which the Commission took bids on June 6th, the award of the contract being deferred at that time pending the conclusion of certain matters incident to the project. He stated that all pending matters have been satisfactorily disposed of except the hearing of the Public Utilities Commissioner in regard thereto and the securing of approval by the O.W.R. & N. Ry. Co. which is involved. He advised that the Public Utilities Commissioner's hearing will be held on Friday, August 17th, which will dispose of that matter, and that he has been assured by officials of the railroad company that they will approve the project and will wire such approval within the next day or two. The Engineer requested, in view of the circumstances, authority to award this contract, and to notify the contractor, Hoffman Construction Company, of such award immediately after the Public Utilities Commissioner has conducted his hearing and the railroad company has wired its approval of the project. After some discussion the Commission approved the Engineer's request by unanimous vote.





The Commission had under consideration a letter from the City Council of Florence, Lane County, requesting the Commission to take action as may be required to prohibit the selling and peddling of merchandise on the coast highway ferry slips at Florence and Glenada. It appears that certain individuals are engaged in such business at said locations and that they conduct themselves in a rude and discourteous manner, much to the displeasure of tourists, many of whom have complained to local merchants in Florence, who are desirous of having conditions remedied. There was some question in the minds of the commissioners whether or not the Commission has jurisdiction over such matters. Wherefore, after some discussion, the Commission instructed the Engineer to advise the City Council to that effect and to state further that the Commission, in any event, cares not to assume jurisdiction in view of the fact that the matter will be automatically taken care of upon completion of the Siuslaw River Bridge which is now under construction at this location.

The Commission had under consideration a communication from the Alberta Street Extension and Improvement Club, Portland, which proposes an extension of Northeast Alberta Street from Northeast 33d Avenue easterly to a connection with the Columbia River Highway at the intersection of Columbia Boulevard and Sandy Boulevard, Portland, inquiring as to what width right of way should be provided for such extension. The Commission ordered that the communication be answered by stating that, in the minds of the Commission, this project cannot be considered for construction at the present time because there are other projects in Portland which have priority and are of greater importance; but if and when this project is undertaken provision should be made for right of way at least 80' wide.

A resolution was presented from Klamath Pomona Grange No. 34, Klamath County, urging the immediate repair and oiling of the Dairy-Bonanza Highway in Klamath County. The Engineer advised that the rock surfacing on this road is thin and constructed on a gumbo soil base which makes it costly to maintain; but there are no funds available now to finance its improvement. He recommended that this project be borne in mind for future consideration. The Commission approved the Engineer's recommendation unanimously and ordered that the Grange be so informed.

A letter was presented from Robert W. Sawyer, Bend, Oregon, regarding the construction of a road extending from Bend westerly to a point on Tumalo Creek where a recreational area is being developed by the U.S. Forest Service on behalf of the Bend Skyliners' Organization, in which letter Mr. Sawyer points out that the Forest Service has already begun development of the recreational area, in connection with which it plans to spend upwards of $30,000, and urges the Commission to consider the construction of a road to the area as a federal relief project to be financed with federal relief funds which are required to be expended for county road construction. After considerable discussion, the Commission referred the matter to the Engineer for a report to be rendered at the next meeting.

A letter was presented from Wm. A. Schoenfeld, Dean and Direc-

tor, School of Agriculture and Experiment Station, Oregon State College, regarding the improvement of roadways leading from main highways to some of the branch agricultural experiment stations, particularly those located at or near the following cities and towns: Union, Hermiston, Pendleton, Burns, Hood River, Medford, and Astoria, and suggesting the re-routing of the Central Oregon Highway east from Burns so as to run by the experiment station located in that vicinity. It appears that some of these roadways, and especially the one leading to the experiment station at Union, which is about 3/4 mile in length, are in very bad condition, being frequently impassable in the winter time because of mud, and in the summer time the dust is axle deep. It was Dean Schoenfeld's thought that the State Highway Commission could do something to alleviate these conditions in view of the fact that the experiment stations are owned and operated either by the State or by the State and the Government jointly, and from that standpoint could be considered as state institutions. He suggested that probably some Works Progress Administration labor could be made available to collaborate in the matter. The Commission appeared favorably inclined to improve at least some of these roadways if that could be done legally. After considerable discussion of the matter the Commission instructed the Engineer to render a report on the cost to improve all of the roadways mentioned in Dean Schoenfeld's letter and particularly those leading to the experiment stations at Union and Burns. The Commission also instructed the Engineer to write Dean Schoenfeld and explain to him that the Commission find it necessary to deny his suggestion for the re-routing of the Central Oregon Highway past the branch experiment station located east of Burns because the present location was adopted at the suggestion of the people of Burns and the U.S. Bureau of Public Roads so as to provide a common route of entrance for the Central Oregon and Canyon City-Burns Highways into Burns, and the Commission feels disinclined to make any change in this routing which was adopted by the former Highway Commission after considerable study and discussion.

Reconsideration was given by the Commission to the matter of erecting a direction sign at the junction of the Columbia River Highway and the Old Oregon Trail in the town of Umatilla as suggested by Dr. I. U. Templeton, Pendleton. After considerable discussion it was decided to erect, as an experiment, a large sign board in the wye connection formed by these two highways, which sign shall bear the names of several cities along the Old Oregon Trail, with no other reading matter, and shall be equipped with light fixtures so that the sign can be readily seen and read at night time as well as during daylight hours; also that if this experiment does not prove satisfactory then some other sort of sign will be tried out. The Engineer was instructed to erect such sign in accordance with this understanding.

The Commission had under consideration a petition from 15 residents of Otter Rock, Oregon, requesting the improvement of the road extending westerly from the Oregon Coast Highway to "Devil's Punch Bowl State Park" located in their town, a distance of approximately one-half mile. The Engineer advised that this road is neither a primary nor a secondary state highway. However, it is a main road leading from the highway to the State Park,





which fact might be considered by the Commission as sufficient justification for the expenditure of state funds to improve it, if there are no legal impediments. The Attorney advised that inasmuch as this road is the main road leading to the State Park the Commission has authority to expend state funds to improve it. After some discussion, and in view of the reports of the Engineer and Attorney, the Commission authorized the expenditure of a nominal sum to maintain this road in fair condition.

A communication was presented from J. B. Bailey, representing Bailey's Service Station, Forest Grove, Oregon, requesting reimbursement in the sum of $250 for profits he alleges were lost to him by reason of state highway construction work in front of his place of business during the period from May 17 to July 30, 1935. The Commission denied the claim.

A letter was presented from the California-Oregon Power Company objecting to the clause that is now being inserted in permits for power pole line construction on state highway rights of way, which requires maximum span length of 130' where power wires are constructed over and across state highways, and requesting the elimination of such clause in the permit now being issued to this company for the construction of its power wires across the Klamath Falls-Lakeview Highway in the vicinity of Olene, Klamath County. The Commission confirmed its previous ruling in this matter and instructed the Secretary to advise the California - Oregon Power Company that the Commission has elected to make no change in its present established policy in this regard.

The Engineer reported that the County Court of Umatilla County is working up a W.P.A. road project to connect the town of Milton with the Weston-Elgin Secondary Highway at a point near McDougal Ranch, and has asked the State to prepare the plans for the project at state expense, inasmuch as they have no county engineers. He explained that the proposed road will shorten the distance between Milton and McDougal Ranch by about 10 miles and is a worthy project; also, that it will cost about $350 to work up the plans for the job. He recommended that the County's request be granted provided it is legal. The Attorney advised that the Commission has legal authority to perform such service at state expense if it so desires. Whereupon, the Commission approved the Engineer's recommendation unanimously.

The Engineer presented a tentative list of projects, as follows, for approximately $1,303,500 of available federal funds:

| | | |
|---|---|---|
| 1. | Milwaukie-Oregon City | $ 188,000 |
| 2. | Emigrant Hill-Emigrant Springs | 160,000 |
| 3. | Portland-Washington County Line | 40,000 |
| 4. | Prineville-Ochoco Dam | 75,000 |
| 5. | Chimney Creek-Juntura | 97,000 |
| 6. | Horse Ranch-Silver Lake | 106,500 |
| 7. | Redmond-Bend | 46,000 |
| 8. | Wilson River Project | 220,000 |
| 9. | Pendleton Landscaping | 5,000 |
| 10. | Smith River Bridge | 125,000 |
| 11. | Molalla River Bridge | 65,000 |
| 12. | Klamath River Bridge & Overcrossing | 176,000 |
| | | $1,303,500 |

He explained that all of these projects previously have been approved by the Commission for construction; also, that plans and specifications for each have been completed and that the projects are now ready for contracting whenever the Commission desires. After careful study the Commission again approved the projects and authorized the Engineer to advertise them for bids to be received at the next regular meeting, which was set for Thursday, September 5th.

The Engineer also presented a tentative schedule for the contracting of other projects contained in the Commission's current construction program, as follows:

TENTATIVE SCHEDULE FOR FUTURE LETTINGS

October 3rd:

| | | |
|---|---|---|
| Bonneville-Eagle Creek, Grad. & Pav. | F.A. | $ 172,000 |
| Rex Hill, Grad. & Pav. | F. A. | 195,920 |
| Wapinitia Hwy., Resurf. & Bit. Mac. | F. A. | 155,000 |
| Wolf Creek Hwy. Bridges | F. A. | 42,000 |
| Ashland-Neil Creek, Grad. & Surf. | F. A. | 120,000 |
| Approaches to Umpqua Bridge | F. A. | 170,000 |
| Wolf Creek Hwy., West End, Grading | R. | 250,000 |
| Neahkahnie Mt. Section, Grading | R. | 150,000 |
| Siskiyou Mt. Section, Grading | R. | 125,000 |
| Wilson River, Bridges & Culverts | A. R. | 30,000 |
| Klamath Falls Grade Separation (Sou. Pac.) | G.S. | 45,000 |
| Rock Creek-Wallowa, Regrad., Surf. & Oil | F.A. | 62,000 |
| | | $1,516,920 |

October 31st:

| | | |
|---|---|---|
| Eagle Creek Bridge | F.A. | $ 95,000 |
| Salem-South, Grading | F.A. | 70,000 |
| Valley Falls-Paisley, Widen, Surf. & Oil | F.A. | 123,411 |
| Gales-Tunnel, Grading and Topping | F.A. | 200,000 |
| Rock Creek-Wallowa, Bridges | F.A. | 38,000 |
| Burton Canyon-Spray, Regrad.,Surf. & Oil | F. A. | 105,000 |
| Valades Ranch-Stewart Bridge, Regrad. Surf., Oil | F.A. | 105,000 |
| Santiam Hwy., Bridge & Culvert | A.R. | 28,000 |
| Wolf Creek Hwy., East End, Grading | R. | 200,000 |
| Craig Road Grade Separation | G.S. | 138,000 |
| Buckley Road " " | G.S. | 108,000 |
| Spanish Hollow " " | G.S. | 85,000 |
| Big Eddy " " | G.S. | 165,000 |
| I. O. N. Hwy., Grading | F. L. H. | 85,000 |
| | | $1,545,411 |





November 27th:

| | | |
|---|---|---|
| Turkey Hill, Grad. & Pav. | F.A. | $ 116,800 |
| Santiam Hwy, Grading | R. | 100,000 |
| Approaches to Coos Bay Bridge,Gr. & Surf. | F.A. | 90,000 |
| Approach to Yaquina Bay Bridge | A.R. | 48,000 |
| Clackamas River Bridge at Estacada | A.R. | 90,000 |
| I. O. N. Hwy., Grading on Private Lands | A.R. | 35,000 |
| I. O. N. Hwy. Bridge | A. R. | 50,000 |
| Barker Road Grade Separation | G. S. | 82,409 |
| Salem Grade Separation | G. S. | 305,000 |
| Siskiyou Mt. Grade Separation | G. S. | 205,000 |
| Pendleton Grade Separation | G. S. | 231,933 |
| Warm Springs Hwy., Grading | F.L.H. | 37,331 |
| | | $1,391,473 |

January 2nd:

| | | |
|---|---|---|
| Toledo-Olalla Crk-Grading | R. | 105,000 |
| Junction City-Eugene, Grading | R. | 200,000 |
| Linnton-Col.Co. Line, Grad. & Pav. | F.A. | 130,000 |
| Green Springs-Midland, Surf. & Oil | F.A. | 110,000 |
| Pendleton-Stanfield, Grading | F.A. | 144,869 |
| Astoria Section, Grad. & Pav. | A.R. | 33,000 |
| Rainier Section, Grad. & Pav. | A.R. | 40,000 |
| Approach to Alsea Bay Bridge | A.R. | 16,000 |
| Salem-South, Grading | R. | 53,669 |
| | | $ 837,538 |

He requested authority from the Commission to advertise these projects for bids to be received in the order that they appear on this schedule. After careful study the Commission by unanimous vote approved the projects, subject to further approval by the Bureau of Public Roads; E. J. Griffith, Director, Works Progress Administration; and Edgar Freed, State Director, National Emergency Council; in conformance with the federal requirements; and authorized the Engineer to advertise them for bids when the approval of such authorities has been obtained.

The Commission thereupon set the following dates for its next regular meetings: Thursday, September 5; Thursday, October 4; Thursday, October 31; Wednesday, November 27, 1935; and Thursday, January 2, 1936. The Secretary was instructed to arrange for the use of the auditorium, Public Service Building, Portland, in which to hold these meetings.

As instructed by the Commission at the previous meeting, the Attorney presented a list of recreational areas which the Commission now has under lease from the Federal Government and for which the Commission is now paying annual rentals totaling approximately $897.72. The Commission referred the list to the Engineer with instructions to investigate them and

submit a recommendation as to whether any of them should be purchased as permanent additions to the state park system or should be allowed to revert back to the Government, thereby reducing the annual rental costs.

The Engineer requested authority to purchase certain parcels of real property needed for various highway improvements throughout the state. He presented a list of properties required, which was carefully considered and approved by the Commission. The following resolution pertaining thereto was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Ecola State Park | | | | |
| Brown, Leotte S. | R/W | 17005 Sq.Ft. | $170.05 Lump Sum | Bentley |
| Minott, Florence G. | " | 13027 " " | Gratis | " |
| Douglas Land Co. | " | 11500 " " | at 1¢ per Sq.Ft. | " |
| Prineville-Ochoco Dam Section-Ochoco Highway. | | | | |
| Shoemaker, Louise | R/W | | 840 Sq.Ft.at 3 cents per Sq.Ft. | McCallister |
| Oakes, James S. | " | | 1043.5Sq.Ft. at 5¢ per Sq.Ft. plus $50.00 | McCallister |
| Shoemaker, Louise & J. S. Oakes | " | | 0.116 at $150.00 per Ac. plus $7.60 | " |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Prineville-Ochoco Dam Section-Ochoco Highway. | | | | |
| Bechtell, Lake M. | R/W | | 2080 Sq.Ft. at 2½¢ per Sq.Ft. plus $23.00 | McCallister |
| Calbreath, C. D. | " | | 800 Sq.Ft. $15.00 LumpSum | " |
| French, John E. | " | | 7000 " " at 1½¢ per Sq.Ft. | " |
| Crosswhite, Geo. | " | | 0.61 at $150.00 per Ac. plus $131.55 | " |
| Ochoco Irrigation Dist. | " | | 6.71 $100.00 Lump Sum | " |
| Calbreath, Effie & R. H. Powell | " | | 0.61 at $150.00per Ac.plus $51.35 | " |
| Burnett, G.W. | " | | 2080 Sq.Ft. at 2½¢ per Sq.Ft. plus $354.10 | " |
| Boss, C. L. | " | | 0.61 at $100.00 per Ac. plus $51.35 | " |
| Lanius, Harry | " | | 1.97 at $100.00 per Ac. plus $453.00 | " |
| Pendleton-Stanfield Section-Old Oregon Trail Hwy. | | | | |
| Burrows, Edward S. | R/W | | 8.57 at $10.00 per Ac. plus $350.25 | Benson |
| Lawson, John | " | | 1.89 at $25.00 per Ac. plus $30.00 | " |
| Bottger, James | " | | 18.66 at $25.00 per Ac. plus $733.50 | " |
| Hermiston-Umatilla-Old Oregon Trail Hwy. | | | | |
| Griffin, May | Gravel Pit | 6.40 | $10.00 Lump Sum | Benson |
| Griffin, May | R/W | 3.07 | $10.00 " " | " |
| Grande Ronde-McMinnville-Tillamook Hwy. | | | | |
| Copeland, Alvina A. | Stock Pile | 0.56 | $59.15 " " | Benson |
| Jefferies, Clementine L. | " " | 0.15 | $15.85 " " | " |
| Klamath County-Klamath Falls-Lakeview Hwy. | | | | |
| U. S. Land Office | Park | 80 Acres | Annual payment on lease 1 Yr. $10.00 Lump Sum | Boardman |
| Junction City-Eugene-Pacific Hwy. | | | | |
| Ross, Elmer H. | R/W | | 10.53 at $100.00 per Ac. plus moving costs & fencing | Parker |
| Shumaker, Clyde W. | " | | 0.24 at $175.00 per Ac. plus fencing costs | " |
| Bernards, John H. | " | | 10.12 at $75.00 per Ac. plus fencing costs | " |
| Thatcher, B. J. | " | | 0.457at $175.00 per Ac. | |
| | | | 0.50 at $300.00 per Acre | " |
| Needham, Frank H. | " | | 0.25 at $175.00 per Ac. | |
| | | | 0.333 at$175.00 per Ac. | " |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Junction City-Eugene-Pacific Hwy. | | | | |
| Morrison, W. L. | R/W | 2640 Sq.Ft. | Land $20.00 plus moving costs | Parker |
| Brown, Fred H. | " | 0.317 | Land $58.30 plus moving & fencing costs | " |
| Madisen, M. C. | " | 2.13 | Land $50.00 plus $50.00 & moving costs | " |
| Continental Coal Co. | " | 4.24 | at $50.00 per Ac. plus moving costs | " |
| Shelton, Chas. R. | " | 6.26 | at $50.00 per Ac. plus moving costs | " |
| Calvert, James | " | 5.52 | Land $1500.00 plus moving costs | " |
| Rhoades, Nina Perkins | " | 3250 Sq.Ft. | at 1¢ per Sq.Ft. plus moving costs | " |
| Nielson, Jorgen | " | 2500 Sq.Ft. | at 1¢ per Sq.Ft. plus moving costs | " |
| Flint, A. J. | " | 0.24 | at $400.00 per Ac. plus $10.00 | " |
| Prineville-Ochoco-Ochoco Highway | | | | |
| Haynes, J. F. | R/W | 800 Sq. Ft. | $10.00 Lump Sum | McCallister |
| Burnet, Ruth | " | 4176 " " | at 2½¢ per Sq.Ft. plus $422.97 | " |
| Crook County | " | 6.99 | Gratis | " |
| Smith, Francis V. | " | 2.88 | at $100.00 per Ac. plus $651.00 | " |
| Boyer-Otis Section-Salmon River Highway | | | | |
| Indian Land | R/W | 0.40 | at $100.00 per Acre | McCallister |
| Silver Creek Falls Park | | | | |
| Peterson, John | Park | 20 Acres | at $50.00 per acre | Gardiner |
| Junction City-Eugene Section-Pacific Highway. | | | | |
| Alliance Trust Co. Ltd. | R/W | 13.58 | at $50.00 per Ac. plus $190.50 | Parker |
| Bevel, Isaac | " | 2500 Sq.Ft. | at 1¢ per Sq.Ft. | " |
| Lindeland, Arnold | " | 0.027 | $10.80 Lump Sum | " |
| Springfield-Waterville Section-McKenzie Highway | | | | |
| Meinig, A. E. | R/W | 0.23 | at $100.00 per Ac. plus $9.50 | " |





The Commission had under consideration the following requests for extensions of time in which to complete highway construction projects:

E. C. Hall, Contract No. 1695, for grading and paving East Rainier Section of the Columbia River Highway in Columbia County, requested an extension of time of ten days from July 31 to August 10, 1935, in which to complete this project, giving as his reason that his operations were seriously handicapped by unusually wet weather conditions during the months of May and June. The Engineer advised that this project has been prosecuted as fast as weather conditions would permit and that the contractor is not at fault for having failed to complete the project within the time limit specified. He recommended that the request be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Joplin & Eldon, Contract No. 1701, construction of a bridge over Columbia Slough on Vancouver Avenue, Portland, requested an extension of time of one month from July 31 to August 31, 1935, in which to complete this project, giving as their reason that high water in Columbia Slough interfered with the removal of their coffer dam and some falsework incidental to the job, and that the lumber and millworkers' strike delayed the production and delivery of lumber required for composite handrail construction. The Engineer advised that the reasons given by the contractors for failure to complete this project within the time limit are substantially correct. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously.

Edlefsen-Weygandt Co., Contract No. 1712, paving Florence Avenue-Erie Avenue Unit, Astoria Section, Oregon Coast Highway in Clatsop County, requested an extension of time of 15 days from July 31 to August 15, in which to complete this project, giving as their reason that they were unable to obtain equipment for the blacktop paving work. The Engineer advised that the paving work in connection with this contract was delayed approximately three weeks for reasons given by the contractor; also, that the traveling public has not been particularly inconvenienced by the delay, neither has the State incurred any extra expense for engineering. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

**The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance:**

Contract No. 1602, with Chester T. Lackey, for furnishing crushed gravel on the Ontario Section of the Old Oregon Trail Highway in Malheur County; completed July 1, 1935;

Contract No. 1660, with G. I. Stebbins Construction Company, for grading the Lower Sheep Creek Section of the Santiam Highway in Linn County; completed August 5, 1935;

Contract No. 1667, with D. L. Ashton, for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County; completed August 7, 1935;

Contract No. 1677, with the Newport Construction Company and Kern and Kibbe, for furnishing crushed rock on the Beaver Marsh Section of The Dalles-California Highway in Klamath County; completed August 2, 1935;

Contract No. 1688, with Dunn & Baker, for grading, surfacing and bituminous macadam construction on the White Rock-Lakeview Section of the Fremont Highway and the Fremont Junction Section of the Warner Secondary Highway, both in Klamath County; completed August 1, 1935;

Contract No. 1695, with E. C. Hall, for grading and paving of the East Rainier Section of the Columbia River Highway in Columbia County; completed August 9, 1935;

Contract No. 1706, with Kern & Kibbe, for pavement widening and resurfacing on the Range St.-Fifth St. Unit in Hillsboro; completed August 10, 1935;

Contract No. 1728, with Jacobsen-Jensen Company, for pavement widening and resurfacing on the Roseburg Section of the Pacific Highway; completed August 10, 1935.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 1602, with Chester T. Lackey, for furnishing crushed gravel on the Ontario Section of the Old Oregon Trail Highway in Malheur County;

Contract No. 1660, with G. I. Stebbins Construction Company, for grading the Lower Sheep Creek Section of the Santiam Highway in Linn County;





Contract No. 1667, with D. L. Ashton, for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County;

Contract No. 1677, with the Newport Construction Company and Kern and Kibbe, for furnishing crushed rock on the Beaver Marsh Section of The Dalles-California Highway in Klamath County;

Contract No. 1688, with Dunn & Baker, for grading, surfacing and bituminous macadam construction on the White Rock-Lakeview Section of the Fremont Highway and the Fremont Junction Section of the Warner Secondary Highway, both in Klamath County;

Contract No. 1695, with E. C. Hall, for grading and paving the East Rainier Section of the Columbia River Highway in Columbia County;

Contract No. 1706, with Kern & Kibbe, for pavement widening and resurfacing on the Range St.-Fifth St. Unit in Hillsboro;

Contract No. 1728, with Jacobsen-Jensen Company, for pavement widening and resurfacing on the Roseburg Section of the Pacific Highway.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment is hereby authorized.

The Commission adjourned at 12:00 o'clock midnight, to reconvene at 9:00 o'clock the following morning in the auditorium of the Public Service Building.

Portland, Oregon, August 15, 1935

The State Highway Commission reconvened at 9:00 o'clock a.m. in the auditorium of the Public Service Building, to confer with several of the County Courts in regard to right of way matters. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission conferred with the County Court of Wasco County represented by County Judge F. L. Phipps, County Commissioner Mace Fulton, and County Engineer Christ Fauerso, on the question of the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the

county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that, in the absence of future agreements as to special and particular projects or properties, all rights of way in Wasco County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the costs and expense thereof paid from the State Highway Fund. Judge Phipps advised that Wasco County will gladly cooperate with the Commission in the acquisition of these rights of way, in every way except in a financial way, and will use its influence to help the Commission to acquire these properties at the least possible cost.

The matter of construction of the Big Eddy grade separation project by which it is proposed to eliminate the present grade crossing of the Columbia River Highway with the O.W.R. & N. Co. tracks at Big Eddy, Wasco County, was discussed. The County Court expressed its approval of this project.

Judge Phipps again asked the Commission to allocate funds to finance the construction of the proposed secondary state highway extending southwesterly from The Dalles up Mill Creek, to a connection with the Mt. Hood Highway near Parkdale, Hood River County. He said that this work is needed in order to take care of the relief load in Wasco County, 80% of which he estimated is in The Dalles. He advised that the county is building a road west from Dufur which will eventually connect with the Mill Creek Road and will take care of the relief needs in the Dufur district, but their greatest concern is to provide work relief in the extreme north end of the county. He added that the county had about $12,000 market road money available for construction but is obligated to spend this money on the Dufur connection. However, if the Commission will allocate some of the federal relief moneys for this project, the county will turn the money over to the state as cooperation. He remarked that the survey for the improvement has been made and the right of way acquired.

Chairman Cabell explained that the federal moneys are relief moneys and for the most part must be spent where there are relief needs. Further, that on account of the government requirements they can only be used to finance work involving considerable labor, such as grading work. He pointed out that if local authorities will cooperate financially with the Commission in projects of this kind, much more can be accomplished with the federal funds than otherwise. He inquired whether or not Wasco County is interested in a proposition of this kind and is willing to contribute county money to help finance such improvements. Judge Phipps stated that he would talk the matter over with the County Court and advise the Commission on or before its September 5th meeting.

Mr. Fauerso asked for improvements on the Tygh Valley-Sherars Secondary Highway. In the discussion of this matter it was brought out that there are secondary state highway funds available for Wasco County secondary highway improvements, in view of which the Commission authorized the Engineer to prepare plans and specifications for a project on the Tygh Valley-Sherars Road and to call for bids for the construction of the same as soon as possible.





At the suggestion of the State Highway Engineer the County Court agreed to furnish the Commission with its survey data, plans and estimates of cost to construct the connecting road from Dufur to Mt. Hood Highway. He was instructed by the Commission to have Division Engineer Lytle inspect this project in company with the County Court at some convenient time.

The Commission conferred with the County Court of Baker County, represented by Chas. E. Baird, County Judge; Claude Holman and R. M. Phipps, County Commissioners, on the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion, it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Baker County, authorized to be acquired by said legislative act, would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the costs and expense thereof paid from the State Highway Fund. The County Court then asked the Commission to seriously consider the construction of a road down the Snake River on an abandoned railroad grade from the town of Robinette to Homestead, which matter they have previously discussed with former highway commissions. They stated that the County has purchased all the bridge timbers, culverts, etc., and has made a deal with the railroad company to purchase the right of way, but the County has no money with which to construct the road, hence is asking the State to do it. Judge Baird also asked the Commission to improve the state highway extending from Halfway to Homestead, for the particular benefit of miners in the Homestead vicinity who now have no outlet except over a very poor road up Pine Creek to the town of Halfway. The Engineer advised that a road from Robinette to Homestead can be constructed for considerably less money than the highway down Pine Creek, but the project was abandoned by the former commission because of objections from the people of Baker County. He estimated that a passable road can be constructed along the old railroad grade for about $75,000.

Chairman Cabell pointed out that according to government requirements 90% of the federal relief money must be expended for relief labor; also that according to reports, the relief load in Baker County is very light, which would eliminate Baker County road projects from consideration unless the County would contribute a portion of the cost of the work, in which case the Commission might be justified in allocating some of the federal money to Baker County projects. Commissioner Aldrich stated that personally he would like to see this road built and inquired if the County would be willing to cooperate financially by committing some of its next year's fund

for such purpose. Judge Baird stated he believed the County could contribute about $5,000 next year out of its Market Road fund. After further discussion Chairman Cabell advised that the Commission will consider this project later.

The Commission conferred with the County Court of Wallowa County, represented by County Judge Edgar Marvin and County Clerk D. B. Reavis, on the question of acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Wallowa County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the costs and expense thereof paid from the state highway fund.

The Commission conferred with the County Court of Wheeler County, represented by County Judge S. J. Howard, County Commissioner Chas. R. Jackson, and County Agent J. M. Stein, on the question of acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Wheeler County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the cost and expense thereof paid from the state highway fund.

Judge Howard brought up the matter of construction of the Fossil-Clarno Section of the Fossil-Antelope Secondary State Highway, He renewed the County's offer to contribute about $4,000 of county money toward the cost of the work. The Engineer estimated that this job would cost about $12,000 and suggested, after considerable discussion, the acceptance of the County's offer and the allocation of about $8,000 of federal money in cooperation therewith under the government alternate plan for the expenditure of federal relief moneys. Judge Howard stated that he approved such plan provided the contract would specify that 50% of the labor used on the job should be taken from the relief rolls of Wheeler County. The Engineer advised that that could be done, whereupon the Commission by unanimous vote adopted the Engineer's suggestion on that basis and instructed him to arrange to contract this work





as soon as possible. The Attorney was instructed by the Commission to prepare a form of agreement covering the matter and to include in such agreement provision for the payment of the county's share of the cost of the work.

Judge Howard then inquired as to when the Commission proposes to contract the proposed improvements on the Ochoco and John Day Highways. He was informed by the Engineer that it is planned to place these projects under contract as soon as possible so that construction can be started early in the spring.

The Commission conferred with the County Court of Umatilla County, represented by County Judge Clive Cheshire, and County Commissioners J. O. Hales and Wm. O. Meiners, on the question of acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Umatilla County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the costs and expenses thereof paid from the state highway fund.

Judge Cheshire then asked the Commission to allocate funds to construct a road down Juniper Canyon from Holdman north, toward Wallula, Washington, for the benefit of farmers in the Juniper Section who, he said, now have no direct road to the Columbia River. He stated that they would be satisfied with a road built to market road standards, and suggested that it could be financed with some of the federal money that is required to be expended for county road construction.

Chairman Cabell advised that, according to the federal requirements, the federal relief money must be expended where the relief needs are greatest; wherefore it does not seem possible to approve this project because there are no people on relief in that locality.

The Engineer explained the government requirement which limits the expenditure of federal money to $1400 per man per year for labor and material on highway projects and advised that much more could be accomplished with the federal money if the County would contribute county money in cooperation. He also stated that if the County is willing to enter into a proposition of this kind and will perform the work with county forces, then the State will reimburse the County at the rate of $1400 per year for each man taken from the relief rolls and employed on the job. Judge Cheshire replied that the Court would have to consider the matter among themselves before giving an answer; but it is certain, if the Commission will consider an expenditure for the Juniper Canyon road this

year, the County will be able to finance additional work there next year.

The Commission conferred with the County Court of Deschutes County, represented by County Judge C. E. Lyon and County Commissioner Art Tifft, on the question of acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Deschutes County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the costs and expense thereof paid from the state highway fund.

Judge Lyon then inquired concerning the Commission's plans for the completion of the Bend-Redmond Section of The Dalles-California Highway. The Engineer advised that the Commission has funds available to finance the grading work and to construct the bridges, but there are no funds for surfacing and oiling, which is estimated to cost about $200,000.

Judge Lyon brought up the matter of constructing a road extending westerly from Bend up Tumalo Creek to Tumalo Falls where the Federal Government is expending about $30,000 to develop a recreational area for the benefit of winter sport enthusiasts. He suggested the designation of this road as a secondary state highway and that the improvement be financed with Deschutes County secondary highway funds, of which there appears to be a balance on hand amounting to about $9000 with no road on which to expend it. The Engineer advised that an inspection of this road reveals that it would cost about $70,000 to grade it and an additional expenditure of about $3000 annually to keep it open for travel through the winter months. He further advised that, while the road does not exactly meet the secondary requirements, the Commission might be justified in designating a short section of it as such, if it so desired, in order to provide a place to spend the surplus secondary highway funds allotted to Deschutes County, which are accumulating each year because of lack of places to spend them. He suggested that the Commission first authorize a reconnaissance survey of the road before taking any definite action and if convenient inspect the project on the ground. After considerable discussion, the Commission adopted the Engineer's suggestion and authorized him to conduct such reconnaissance survey. It was also decided to inspect the road on Saturday, August 14, when the Commission will be in that vicinity.

Judge Lyon also brought up the matter of maintaining the division engineer's office in the old central school building, in Bend, which Deschutes County plans to purchase as a court house. He said that they expect to complete the purchase of this building by next spring and will then be in





a position to provide office quarters for the division engineer if the Commission so desires. In view of this information, the Commission decided that Division Engineer Lytle should retain his present office quarters for the time being.

The Commission conferred with the County Court of Crook County, represented by County Judge M. R. Biggs, on the question of acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or town, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Crook County authorized to be acquired by said legislative act, would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the costs and expense thereof paid from the state highway fund.

Judge Biggs brought up the question of removal of telephone poles from the section of the Ochoco Highway just east of Prineville which the Commission proposes to reconstruct in the near future. He stated that there are 4 miles of telephone poles along this section which will have to be removed when the State's contractor starts operations, and he requested that the State or Government pay the cost of removing them. He was informed that neither state nor government money can be expended for such purposes, therefore it will be necessary for the owner of the poles to move them at his own expense. Judge Biggs said that he would see to it that the poles are removed in sufficient time so they will not interfere with the contractor's operations.

Judge Biggs then asked the Commission to allocate additional federal moneys to Crook County. He was informed by the Engineer that all of the money available has been definitely allocated except about $750,000 which is required to be expended for county road construction, which money is primarily for the purpose of giving employment to individuals listed on the relief rolls and that it does not appear likely that the Commission can justify an allocation of such funds to Crook County because there are no people there on relief, unless the County will agree to match the federal money with an equal amount of county money. Judge Biggs stated he would take the matter under advisement. He then requested a continuation of the Ochoco Highway survey east from Ochoco Dam to Marks Creek, a distance of 6 or 7 miles, so as to permit clearing operations to be carried on this winter. He was informed that the Commission has already authorized such survey and that it will be undertaken as soon as an engineering crew is available.

The Commission conferred with the County Court of Jackson County, represented by County Judge Earl B. Day and County Commissioners L. O. Caster and Ralph Billings, regarding the acquisition of rights of way for pri-

mary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Jackson County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the costs and expense thereof paid from the state highway fund.

The County Court then asked the Commission to repair the old Pacific Highway between Central Point and Medford, which has been abandoned because of the reconstruction of this highway on a new location between these points. They gave as their thought that the Commission is obligated to make these repairs before turning the road back to the county. After some discussion the Engineer suggested a joint inspection of the road by the Jackson County Engineer and an engineer representing the State Highway Department to determine what repairs are required and what it will cost to do the work. The Commission approved the Engineer's suggestion and instructed him to render a report on the matter for the Commission's consideration.

The County Court brought up the matter of constructing Little Butte Secondary State Highway and referred to an agreement between the former Commission and the Jackson County Court in regard thereto. Judge Day stated that to date practically no work has been done on this road, notwithstanding the agreement, and the people in the vicinity are greatly concerned because they are extremely desirous of having a good road into the Lake-o'-the-Woods district.

The Commission admitted the obligation but asked the County Court to be relieved therefrom, at least for another year, because circumstances have changed since the agreement was made. The Engineer explained that when the Commission made this agreement with the County there was considerable money in the secondary highway fund but the secondary highway allotment was decreased by legislative action so that now the secondary highway fund is barely sufficient to take care of maintenance requirements, which precludes any new construction work on this class of roads. He pointed out that similar agreements were made with several of the other counties but the Commission, through no fault of its own, cannot carry out these agreements because of the changed condition.

Judge Day advised that Jackson County people were much more interested in the Little Butte Secondary Highway than they are in any other secondary highway in their county, and are particularly anxious for additional improvements thereon. He suggested that the Commission spend all of the Jackson County secondary highway money for construction on the Little Butte





Secondary Highway, and advised that, if the Commission will do this, Jackson County will maintain at county expense all of the secondary state highways in Jackson County, thus relieving the State from such expense. The Commission advised the County Court that the matter would be given serious consideration.

The Commission conferred with the County Court of Clatsop County, represented by County Judge Guy Boyington and Commissioners James Elliott and Wm. Larson, regarding the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Clatsop County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the costs and expense thereof paid from the state highway fund.

The Engineer brought up for discussion matters pertaining to the Neahkahnie Mountain-Arch Cape Tunnel Section of the Oregon Coast Highway. He advised the County Court that the Commission has allotted $150,000 of current money for this project which is estimated to cost $188,000 and inquired whether or not the County would be willing to contribute the difference, amounting to approximately $38,000. The County Court agreed to do this. Thereupon the Commission authorized the Engineer to advertise this project for bids to be received at its first scheduled meeting in October.

The Commission conferred with the County Court of Lane County, represented by County Judge Fred Fisk, County Commissioners Walter J. Holland and C. M. Young, County Clerk W. B. Dillard, and County Engineer P. M. Morse, regarding the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion, it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Lane County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the costs and expense thereof paid from the state highway fund.

The County Court then brought up for discussion the proposed re-

vision in the Springfield-Cottage Grove Secondary Highway No. 222, Lane County, extending south from the Willamette Highway at a point near Pleasant Hill to a connection with the Pacific Highway at Saginaw. They asked the Commission to abandon as a secondary state highway the southerly end of this road, extending from the east approach of the steel bridge over the Coast Fork of Willamette River east of Creswell southerly to Saginaw, and to substitute therefor the 1.3 mile section of Lane County Market Road No. 32 east from the town of Creswell; thus terminating this secondary highway at Creswell rather than at Saginaw. The Engineer advised that the section which the County wishes abandoned as a secondary state highway is 7 miles long, of which only 2½ miles have been constructed; that the construction work was performed by the County and was paid for with county funds; further, that to construct the balance of this section to secondary highway standard would cost the State approximately $60,000; whereas, the substitute road terminating at Creswell has already been constructed to a good market road standard and needs maintenance only. He recommended that the request of the County Court be granted. In this connection, the Secretary presented a petition signed by all members of the Lane County Court requesting this change in the secondary highway system of Lane County. After due consideration of the matter and in view of the circumstances the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolutions in regard thereto:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Lane County Court of the State of Oregon, has heretofore selected and regularly adopted as provided by law the Springfield-Cottage Grove Secondary State Highway Number 222, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Lane County Court of the State of Oregon, to eliminate from the system of secondary state highways, under the provisions of Chapter 196, Laws of 1935, a section of the Springfield-Cottage Grove Secondary State Highway Number 222; and the said Lane County Court has heretofore filed its written consent thereto with the State Highway Commission; and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the Lane County Court of the State of Oregon, that from and after the adoption of this resolution, by the State Highway Commission the hereinafter described section of the Springfield-Cottage Grove Secondary State Highway Number 222, shall, under the provisions of Chapter 196, Laws of 1935, become a county road or highway, and the construction, repair,





maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the Lane County Court.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following named section of the Springfield-Cottage Grove Secondary State Highway Number 222 is hereby eliminated from the secondary state highway system, to wit:

A section of the Springfield-Cottage Grove Secondary State Highway Number 222, described as follows:

> Beginning at the east end of the east approach to the bridge over the Coast Fork of the Willamette River approximately 1.3 miles east of Creswell, Oregon; thence southerly to the terminus of the Springfield-Cottage Grove Secondary Highway at Saginaw, Oregon, said section being approximately 7 miles in length.

2. That the said above described section shall be and is hereby declared to be eliminated from the secondary system of highways and from and after the adoption of this resolution shall become a county road or highway, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the Lane County Court, as provided in Chapter 196, Oregon Laws 1935.

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WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Lane County Court of the State of Oregon, has selected the Market Road hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said Market Road as a part of the secondary highway system of Lane County to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following named market road, highway, route, or location of a highway in Lane County be and the said market road, highway, location

or route hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

A part of the Springfield-Cottage Grove Secondary State Highway Number 222, described as follows:

Beginning at the east end of the east approach to the bridge over the Coast Fork of the Willamette River, east of Creswell, Oregon; thence west to the Pacific Highway at Creswell, Oregon, said section being approximately 1.3 miles in length.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

The Commission discussed with the County Court matters pertaining to the proposed Junction City-Eugene project involving the construction of a new highway between these points along what is known as the Prairie Road. It was explained to the County Court that the present road (Prairie Road) is not on the state highway system, either primary or secondary, and if the Commission proceeds with construction as planned the road will have to be designated either as a primary or secondary highway to enable the State to purchase right of way; otherwise the County will have to buy the right of way because the Commission cannot legally spend state money for right of way for roads that are not on the state highway system. After considerable discussion of this matter, the County Court expressed themselves as being favorable to the designation of this road as secondary state highway and agreed to present a petition requesting such designation for consideration of the Commission at its next meeting.

The Commission also discussed with the County Court matters pertaining to the so-called "Route F" road which extends west from Eugene and is otherwise known as the "Eugene Short Road to the Sea". It was explained to the County Court that this road between Eugene and Elmira is not on the state highway system and for that reason, if any more construction work is undertaken on it, the county will have to purchase the right of way. It was also explained to the Court that the Commission has $45,000 available to finance additional construction on this road but needs $25,000 match money from the county in order to secure a satisfactory project because of the federal restrictions regarding expenditure for labor and material. Judge Fisk stated that Lane County would gladly cooperate in the construction of this road but cannot do so because they could not possibly raise the required amount of county money. However, they will take the matter under consideration and will advise the Commission definitely at a later date.

The County Court then asked the Commission to improve the 16-mile section of the Siuslaw Highway east from Rainrock to the end of the present oiled section near Triangle Lake. He stated that the surfacing on this section is worn out and suggested that maintenance money be used to finance needed repairs. The Commission took this matter under advisement.





The Commission conferred with the County Court of Marion County, represented by County Judge J. C. Siegmund, County Commissioners Leroy Hewlett and Roy S. Melson, and County Engineer Nathan C. Hubbs, regarding the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion, it was mutually agreed that in the absence of future agreement as to special and particular projects or properties, all rights of way in Marion County, authorized to be acquired by said legislative act, would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the costs and expense thereof paid from the state highway fund.

Chairman Cabell explained to the County Court the federal requirements which limit the expenditure of federal money to $1400 per year per man, for labor and materials, and advised that unless local funds are made available for matching the federal money, construction would be limited to grading work only, so as to provide a maximum amount of hand-labor work; whereas, if local match money is provided, the scope of the work could be broadened to include surfacing and oiling work. He inquired if Marion County has any money available for use in this manner. The Engineer explained that the Commission has in mind particularly the construction of a road extending up the Willamette River from Wilsonville to Champoeg in the northern part of Marion County, and has under consideration an allocation of federal relief money to finance this project in the event the county will contribute some of its money in cooperation. He also explained that if the project materializes the county will be given an opportunity to bid on the work on an equal basis with other contractors, and if the county happens to be the low bidder and undertakes construction work with county forces, the State will reimburse the county at the rate of $1400 per man per year for each man that the County employs on the job from the county relief rolls. The County Court indicated its approval of this proposition but deferred definite decision in regard thereto pending an inspection of the proposed project to determine which of several roads leading to Champoeg should be given preference. It was decided that the County Court, Chairman Cabell and the Engineer should inspect the project jointly in the near future in company with some of the sponsors of this road, so that in the event it is definitely decided to proceed with the project bids can be received at the earliest possible time.

County Commissioner Melson asked the Commission to designate as a secondary state highway the paved county road extending from Salem to Silverton. The Commission declined to do this in view of the fact that Marion County secondary requirements are now in excess of the county's share of the secondary highway fund.

The Commission adjourned for luncheon at 12:40 o'clock p.m. and re-

convened at 2:30 o'clock p.m. in the same room, after having viewed the motion pictures of Oregon scenes belonging to Miss Kathryn L. Gunnell, Salem, who has offered the services of her pictures to the Commission for use in publicizing the State of Oregon. Present and participating in the meeting this afternoon were all members of the Commission, State Highway Engineer, Attorney, and Secretary.

Mr. C. W. Pecore, Attorney, Portland, appeared before the Commission in behalf of residents of Powers, Oregon, and requested the oiling of the Powers Secondary Highway between Hoffman Bridge, near the Coos Bay-Roseburg Highway junction, and the town of Powers, a distance of approximately 18 miles. He filed with the Commission a brief in support of his oral arguments, which was accepted by the Commission and ordered placed on file for future consideration. In this connection he also filed with the Commission a petition signed by 346 users of the Powers Secondary Highway, requesting this improvement.

Mr. Dan Birkemeier, of the firm of Orino, Birkemeier and Saremal, who have contracted with the U. S. Engineers, War Department, for the construction of a joint railroad-highway project at Eagle Creek, near Bonneville, was present and inquired whether or not the Commission would let them take rock from the state quarry located adjacent to the Columbia River Highway, approximately two miles west of Bonneville, for use as railroad ballast in connection with their contract, this being the most convenient source available. The Engineer advised that it is not customary to lease quarry privileges to contractors who are not engaged in construction work under the supervision of the Highway Department; but in this particular instance, since no other convenient source of material is available, he would offer no objection to the Commission's granting this privilege to Mr. Birkemeier, provided he would remove the rock from the quarry in such manner that it would not mar the beauty of the Columbia River Gorge. After considerable discussion, the Commission approved Mr. Birkemeier's request, with the understanding that he would pay to the State 3 cents per cubic yard for all materials taken from the quarry; that he construct his bunkers in a location which will be as inconspicuous as possible from the highway, and will leave the bunkers in place for use of the State Highway Department after he has removed all of the rock he needs. Further, that the materials shall be taken from the same location in the quarry from which materials have been taken by the State in the past, and that Mr. Birkemeier shall carry on his work so as to cause no disfiguration of the highway or the highway right of way, and shall take from the quarry not to exceed 60,000 cubic yards of material. The Commission referred the matter to the Engineer to work out the details and ordered that the entire matter be covered by appropriate agreement between the contractors and the State.

The Commission conferred with the County Court of Washington County, represented by County Judge Donald T. Templeton and County Commissioners H. D. Kerkman and James Lewis, in regard to acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities and towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State





Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Washington County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the costs and expense thereof paid from the state highway fund.

Chairman Cabell brought up the matter of allocating the federal relief money which is required to be expended on county roads and explained briefly the federal requirements in regard thereto. He inquired whether or not Washington County would be able to contribute any county funds to match the federal funds in connection with this class of project which would make it possible to undertake surfacing and oiling projects as well as grading work. The Engineer advised that under the present set-up grading work is about the only class of work that can be undertaken with the relief moneys because of the government limitations, but if local funds are used in conjunction therewith the scope of the work can be broadened and much more can be accomplished. Judge Templeton replied that he thought that Washington County could contribute about $50,000 of county money for this class of project and they would take this matter under consideration. He suggested that the Gales Creek Road extending in a northwesterly direction from Forest Grove to a connection with the Wolf Creek Highway near Sunset Camp would be an excellent project to include in this program because this road will be required to bear all of the Wolf Creek Highway traffic pending completion of this highway between Sunset Camp and Portland. He also suggested that this road be designated as a secondary state highway. After considerable discussion it was finally decided that Division Engineer W. F. Chandler and Secondary Highway Engineer Oscar Cutler should confer with the County Court and County Engineer in regard to county road projects in Washington County and submit to the Commission a list of desirable projects in that county, which could be constructed under a program of this kind.

The Commission conferred with the County Court of Jefferson County, represented by County Judge W. R. Cook and County Commissioners F. E. Stangland and T. A. Power, on the question of acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities and towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires that the State Highway Commission confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Jefferson County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the costs and expense thereof paid from the state highway fund.

Judge Cook inquired as to what decision the Commission has reached in regard to routing the Warm Springs Highway through the town of Madras. He was informed that the Commission has not yet decided this matter; but that if the Engineer's investigation reveals there is no great difference in the several routes under consideration, it would be the purpose of the Commission to designate the route most desired by local people. The Engineer advised that his report on this subject will be ready for the Commission for consideration at the meeting which is scheduled to be held on September 5.

In accordance with previous arrangements, Mrs. Agnes Hines, Forest Grove, came before the Commission and exhibited some motion pictures of Oregon scenes which she believes could be used to advantage in advertising the State of Oregon throughout the country and which she has asked the Commission to consider in its deliberations in connection with publicity matters. The Commission took no action on her request.

Mr. R. M. Bird, Manager, Greater Willamette Valley Association, Inc., Portland, came before the Commission and exhibited an advertising folder of the Willamette Valley, which they propose to mail to people in the Middle West and eastern states who might be interested in settling in this valley. He advised that their association is short of funds and requested financial assistance from the State Highway Commission to help them in their work. He was informed by Chairman Cabell that, according to the Commission's understanding, the law does not permit expenditure of state moneys for land settlement schemes but limits such expenditures for publicity to attract tourists. Further, that the Commission's activities in this regard must be general in character and not for the benefit of any particular section of the state. He further advised that the Commission has under consideration at the present time the matter of employing a publicity agent and when the appointment is made the Willamette Valley Association's literature will be brought to his attention, but the Commission cannot at the present time give him any encouragement.

Mr. Wilfred Hagedorn, Salem, came before the Commission and offered his services to manage publicity activities of the Highway Department and to distribute in hotels, chambers of commerce, offices of steamship companies and other places where tourists congregate, literature advertising Oregon. He suggested that the pamphlet could be made self-supporting by selling advertising space to commercial concerns. He was advised that his offer would be taken under advisement.

The Commission conferred with the County Court of Columbia County, represented by County Commissioner Tilden Graham, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities and towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and





particular projects or properties, all rights of way in Columbia County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the costs and expense thereof paid from the state highway fund.

The Commission then discussed with Mr. Graham matters pertaining to federal funds which are required to be expended on county road construction. The Government requirements were explained to Mr. Graham in detail and he was asked whether or not Columbia County would contribute county funds in connection with this class of project, which would enable the Commission to undertake surfacing and oiling as well as grading work. Mr. Graham stated that he could not commit the County Court, but would bring the matter to the attention of the Court as soon as possible and advise the Commission of their decision. After further discussion it was arranged that the Engineer, or one of his representatives, should meet with the County Court at St. Helens on the following morning to discuss this matter more fully.

The Commission convened with the County Court of Clackamas County, represented by County Commissioners Bernard Schoenburg and Arthur H. Borland, in regard to acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities and towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Clackamas County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

The Commission then discussed with the County Court a right of way matter at Canemah involving a condemnation suit. The Engineer advised that the Southern Pacific Company is desirous of making a change in the alignment of the railroad at this point, which necessitates the acquisition of additional right of way for the highway between Canemah and New Era, and it appears necessary to acquire such right of way by condemnation. He further advised that it is the intention of the State to pay the costs involved as required by the statute. Nevertheless, the Commission prefers that the County Court approve the proposition. County Commissioner Schoenburg advised that under the circumstances the County Court of Clackamas County will offer no objection to the State's condemning the property needed, provided the County is put to no expense thereby.

A delegation of citizens from Portland, Multnomah County, and Clackamas County, consisting of Messrs. Wilson Scott, Senator W. F. Woodward, Harry Black, R. H. Tisdale, Walter Ramser, A. H. Borland (County

Commissioner of Clackamas County), O. N. Rodlun, L. A. Mathison, and Alec Kildahl, was present and urged the extension of Foster Road, Portland, southeasterly to a connection with the Mt. Hood Highway at a point a short distance west of the town of Sandy, in Clackamas County. Mr. Scott headed the group and introduced the speakers. The group reiterated arguments previously presented in behalf of this project. Chairman Cabell advised that the only money available to the Commission which could be expended for this improvement is the federal relief money required to be expended for county road construction and that if the project was approved it would be necessary for the County to buy the right of way because neither federal nor state money can be expended for such purposes. He advised that the federal money is primarily relief money and must be expended in accordance with the government rules and regulations, which limit expenditures to $1400 per man per year for labor and materials. On that basis, he added, it would be necessary to confine construction to grading work only, which would provide the maximum amount of labor and would not make much of a showing unless the federal money was augmented by local funds. He inquired whether or not there are any county moneys available to match the federal funds and explained that if county money could be provided surfacing and oiling work could be undertaken in addition to grading work. County Commissioner Borland stated that it would not be possible for Clackamas County to contribute county funds for this project unless the amount was very small. Chairman Cabell then advised that the Commission will consider grading a section of this road if the right of way is furnished. The delegation asked the Commission to provide a survey to enable them to proceed with the acquisition of right of way. The Engineer pointed out that the survey would depend largely on the type of road desired, the standard for market road construction being considerably different than that for primary road construction. He also pointed out that there is a question whether or not the Foster Road extension should be constructed to primary highway standards in view of the fact that there now exists a paved state highway (Powell Valley Road) between Portland and Mt. Hood via Gresham. He suggested that this matter should be determined by the Commission before the survey is made, and recommended a reconnaissance survey of both routes, to determine which route should be the primary arterial highway. After further discussion the Commission authorized the Engineer to make such reconnaissance surveys immediately.

A delegation, representing the Metropolitan Association, Inc., Portland, appeared before the Commission in regard to the proposed improvement of Front Street in Portland from a connection with Barbur Boulevard, near Sheridan Street, to a connection with the Lower Columbia River Highway in northwest Portland; also, in regard to the construction of the proposed Foot Hills Boulevard extending from Barbur Boulevard along the Foot Hills of West Portland, by-passing the Portland business district, to a connection with 14th Street. The delegation consisted of the following members: Hon. Charles H. Martin, Governor; Hon. Joseph K. Carson, Jr., Mayor; O. R. Bean and R. E. Riley, City Commissioners; L. G. Apperson, City Engineer; Frank Grant, City Attorney; Hamilton Corbett, W. F. Woodward, Theo. Wilcox, Jr., Harrison Whitney, Floyd Cook, Geo. Lawrence, Ray B. Early; and U. L. Upson, secretary of the association. Mr. Corbett was





spokesman. He pointed out that the 1935 legislature enacted a law which authorizes the formation of districts in municipalities for facilitation of street improvements, and under the provisions of that law their association is extremely desirous of securing as primary arteries the improvement of Front Street and Foot Hills Boulevard to facilitate the movement of traffic through the West Side Portland business district, but before proceeding with the proposition it is essential that the city council and property owners know how much money will be available from the State and Federal Government for such improvements. He declared that the people of Portland feel that the present traffic arteries through the West Side business district are inadequate to handle the traffic they are now required to carry and that some provision must be made to improve existing conditions; further, that they believe that this can be best accomplished by diverting traffic that comes into Portland over Barbur Boulevard, Pacific Highway, and Ross Island bridge, down Front Street where very little, if any, cross traffic would be encountered; but this would necessitate widening and improving Front Street, the expense of which is too heavy for the property owners and the City of Portland to bear alone; hence their request for federal and state aid. He also urged consideration of a primary traffic artery along the Foot Hills and around the business district of Portland, from Barbur Boulevard to a connection with St. Helens Road in northwest Portland, particularly the section extending from Barbur Boulevard to 14th Street, which, he said, they would be satisfied with for the present. He said that the people of Portland would not be in favor of assessing themselves heavily for these improvements unless they were assured that the State and the Federal Government would contribute a considerable portion of the cost of construction.

Chairman Cabell advised that before the Commission can take any action on this matter it must know the approximate costs of right of way and construction and the amount of funds that the local agencies propose to contribute. He advised that the State Highway Commission looks with favor on these projects but must insist that right of way be furnished free of cost to the State; also, that the Commission's funds are limited, wherefore, in view of the fact that other parts of the state are entitled to fair consideration in the allocation of these funds, it may not be possible to allocate as much money to these projects as would be desired.

Mr. Corbett gave as his understanding that the right of way for the Front Street project would cost about $2,200,000. He also stated that he inquired of Mr. C. C. Hockley, Public Works Administrator, as to the prospect of securing Public Works Administration money for this improvement and was advised that it might be possible to secure some of such funds, but application for same would have to be made before January 1, 1936. Mayor Carson pointed out that the Public Works Administration money can only be secured on a loan and grant basis. He suggested that Works Progress Administration money might be secured at least to finance the moving of buildings, etc. City Commissioner Bean advised that he discussed this matter with E. J. Griffith, Works Progress Administrator, who stated that he would be willing to earmark $1,000,000 for the proposed Front Street im-

provement if he could be assured that this money would be expended for labor. The State Highway Engineer advised that surveys for both projects under discussion are now under way and will probably be completed in about a month when estimates of cost will be prepared and a better idea will be had as to the amount of money required to complete each. He suggested a conference of interested parties when the surveys are completed. The suggestion was approved by all present, whereupon Chairman Cabell announced that the surveys would be expedited and the conference called as soon thereafter as possible.

The Commission had under consideration the matter of resurfacing the Summit Section of the McKenzie Highway. The Engineer advised that the present surfacing is in very bad condition and is constructed of materials that are extremely difficult to maintain, and that the road should be resurfaced. He submitted two alternate plans to remedy this situation, one of which involves resurfacing with rock material only and the other includes a 3" plant-mix oil treatment. After some discussion the Commission referred this matter back to the Engineer for further investigation.

The Attorney reported difficulties in acquiring rights of way for several proposed highway improvements and requested authority to institute condemnation proceedings to acquire the same if further negotiations reveal that necessary. The Commission approved the Attorney's request and by unanimous vote adopted the following resolutions in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon and to acquire by donation, purchase, agreement, condemnation, or by the power of eminent domain title to land upon or under which there is gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits, or other mineral deposits or formations suitable for road construction, improvement, betterment or pavement, and to declare the necessity and need for the acquisition thereof and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for the purposes of road construction, improvement, betterment, repair and maintenance, and for the purpose of the manufacture of road materials on the following section or sections of the state highway system of the State of Oregon, to-wit:

Prineville-Ochoco Dam Section of Ochoco Highway
Rock Creek-Wallowa Section of Wallowa Lake Highway

land and property owned by or in the possession of the following parties and/or persons, to-wit:





Prineville-Ochoco Dam Section
Harry Lanius
Columbus J. Johnson

Rock Creek-Wallowa Section
Roy Schaeffer

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties contain gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits, or other mineral deposits or formations suitable for road construction, improvement, betterment, or pavement, and that the said property or properties is or are necessary and needful and the acquisition thereof will be of advantage to the State of Oregon for the said purposes in order to make it possible for the State Highway Commission to construct, improve, maintain, and repair the said portion or portions of the said highway system in accordance with the standards adopted by this Commission.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for said purposes and to prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties, or which said descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same shall be lands necessary for the purposes stated herein.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

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WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Redmond-Bend Section of The Dalles-California Highway
Rock Creek-Wallowa Section of Wallowa Lake Highway
Chimney Creek-Juntura Section of Central Oregon Highway
Canby-New Era Section of the Pacific Highway

land and property owned by or in possession of the following parties and/or persons, to-wit:

Redmond-Bend Section
H. C. Tietje

Rock Creek-Wallowa Section
F. H. Brownlee
Bowman-Hicks Lumber Company

Chimney Creek-Juntura Section
Dean Goodman
L. P. Delsole

Canby-New Era Section
Rakel Estate

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors





of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to 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 or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Commission considered and signed an agreement with H. M. Counts, Charleston, Oregon providing for the sale of certain timber growing in Cape Arago State Park, Coos County, whereby Mr. Counts agrees to pay the sum of $3,000 in cash for such timber, which money is to be applied by the Commission for the development of this park or for the purchase of adjoining land to enlarge the park area.

There being no further business to come before the Commission at this time, the meeting adjourned at 6:30 o'clock p.m.

Henry F. Cabell
Chairman

State Highway Engineer

E. B. Aldrich
Commissioner

Secretary

Carl G. Washburne
Commissioner

Portland, Oregon, September 5, 1935.

The State Highway Commission met in regular session at 9:00 o'clock a.m. in the Auditorium of the Public Service Building, in accordance with previously published notice. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for highway construction projects, furnishing of nursery stock for landscaping, building construction, ferry operation and for the purchase of used equipment and junk were opened and read:

EAST PORTLAND-OREGON CITY HIGHWAY
MILWAUKIE-OREGON CITY SECTION-PAVING

| | |
|---|---|
| Edlefsen-Weygandt Co., Portland | $132,710.50 |
| Jacobsen-Jensen Co., Portland | 133,681.00 |
| Harold Blake, Portland | 135,278.50 |
| Oregon Contracting Co. & Theo. Arenz, Portland | 143,000.00 |
| Kern & Kibbe, Portland | 161,365.00 |
| Parker-Schram Co., Portland | 163,869.50 |
| Warren-Northwest, Inc., Portland | 173,583.00 |

PACIFIC HIGHWAY
BRIDGE OVER MOLALLA RIVER - REMODEL AND WIDEN

| | |
|---|---|
| Mountain States Construction Co., Eugene | 51,415.50 |
| Barham Bros., Salem | 58,756.00 |
| C. J. Montag & Sons, Portland | 60,237.50 |
| Joplin & Eldon, Portland | 63,192.50 |





Bridge over Molalla River - continued

| | |
|---|---|
| Kuckenberg-Wittman Co., Portland | $63,395.00 |

OCHOCO HIGHWAY
PRINEVILLE-OCHOCO DAM SECTION-REGRADING, SURFACING

| | |
|---|---|
| Chas. H. Leonard, Albany | $ 71,526.00 |
| Newport Construction Co., and Kern & Kibbe, Portland | 77,860.50 |
| Dunn & Baker, Klamath Falls | 80,151.50 |
| McNutt Bros. Eugene | 81,594.40 |
| Saxton & Looney, Corvallis | 84,611.50 |
| E. C. Hall, Eugene | 85,195.00 |
| Harold Blake, Portland | 92,039.50 |
| Joplin & Eldon, Portland | 93,809.00 |
| The United Contracting Co., Portland | 104,316.50 |

OREGON COAST HIGHWAY
SPAN, ROADWAY, AND SIDEWALK CONSTRUCTION OVER SMITH RIVER

| | |
|---|---|
| Mountain States Construction Company, Eugene | $ 92,800.00 |
| Tom Lillebo, Reedsport | 97,634.00 |
| Shattuck & Neland, Portland | 99,603.50 |
| Teufel & Carlson, Seattle | 101,311.00 |
| C. J. Montag & Sons, Portland | 105,942.50 |
| Kuckenberg-Wittman Co., Portland | 109,311.00 |
| Parker-Schram Co., Portland | 118,147.50 |
| Mercer-Fraser Co., Eureka, Cal. | 119,973.00 |
| P. L. Crooks & Co., Inc., Portland | 128,270.00 |

CENTRAL OREGON HIGHWAY
NIGGER FLAT SECTION - GRADING

| | | Lump sum reduction if awarded both Nigger Flat and Chimney Creek-Juntura Projects |
|---|---|---|
| J. A. Lyons, Portland | $24,662.00 | $ 1,500.00 |
| McNutt Bros., Eugene | 25,094.50 | 2,000.00 |
| Tony Marazzo, Spokane | 26,847.00 | |
| Joplin & Eldon, Portland | 31,494.50 | |
| Morrison-Knudsen Co., Boise | 32,145.00 | |
| J. C. Papin, Carson, Wash. | 32,618.00 | |
| Clifton & Applegate, Spokane | 34,094.00 | |
| Dunn & Baker, Klamath Falls | 35,364.00 | |
| P. L. Crooks & Co., Portland | 39,545.00 | 600.00 |
| Parker-Schram Co., Portland | 39,839.00 | 600.00 |

KLAMATH FALLS-WEED HIGHWAY
CONSTRUCTION OF GIRDER SPAN AND VIADUCT APPROACH OVER KLAMATH RIVER AND GREAT NORTHERN RAILWAY 3 MILES SOUTH OF KLAMATH FALLS

| | |
|---|---|
| C. J. Montag & Sons, Portland | $160,735.00 |
| Hoffman Construction Co., Portland | 164,205.00 |

(Continued)

Girder Span and Viaduct Approach over Klamath River - Continued

| | |
|---|---|
| Kuckenberg-Wittman Co., Portland | $182,445.00 |
| Warren-Northwest, Inc., Portland | 186,990.00 |

FREMONT HIGHWAY
HORSE RANCH-SILVER LAKE SECTION
GRAVEL SURFACING AND ROAD MIX OR PLANT MIX SURFACE TREATMENT

| | Road Mix-Alternate | Plant Mix-Alter. |
|---|---|---|
| Babler Bros., Portland | $ 94,755.00 | |
| Dunn & Baker, Klamath Falls | 101,004.00 | |
| E. C. Hall, Eugene | 102,824.00 | |
| R. O. Dail & Warren Bros., Aberdeen, Wash. | 106,400.00 | |
| Harold Blake, Portland | 108,078.00 | |
| Warren-Northwest, Inc., Portland | 108,450.00 | |
| Newport Constr. Co. & Kern & Kibbe, Portland | 108,686.00 | $112,276.20 |
| J. C. Compton, McMinnville | 110,974.00 | 122,735.00 |
| Parker-Schram Co., Portland | - - - - - | 126,365.00 |

CENTRAL OREGON HIGHWAY
CHIMNEY CREEK-JUNTURA SECTION - GRADING

| | |
|---|---|
| McNutt Bros., Eugene | $ 68,348.00 |
| Tony Marrazzo, Spokane | 71,046.75 |
| Joplin & Eldon, Portland | 73,926.75 |
| M. L. O'Neil & Son, Eugene | 74,633.00 |
| Morrison-Knudsen Co., Boise | 76,426.50 |
| J. A. Lyons, Portland | 77,617.00 |
| Harold Blake, Portland | 78,129.50 |
| Dunn & Baker, Klamath Falls | 80,954.50 |
| Clifton & Applegate, Spokane | 84,824.00 |
| P. L. Crooks & Co., Portland | 88,941.00 |
| Parker-Schram Co., Portland | 91,297.50 |

STATE HIGHWAY SHOPS, SALEM
ADDITION TO FRAME STORAGE BUILDING

| | |
|---|---|
| O. N. Pierce & Company, Portland | $ 3,240.00 |

WEST SIDE PACIFIC HIGHWAY
WEST PORTLAND-WASHINGTON COUNTY LINE SECTION - PAVING

| | |
|---|---|
| Harold Blake, Portland | $ 34,538.00 |
| Edlefsen-Weygandt Co., Portland | 34,948.00 |
| Jacobsen-Jensen Co., Portland | 35,532.00 |
| The United Contracting Company, Portland | 38,191.90 |
| Kern & Kibbe, Portland | 40,858.00 |
| Parker-Schram Co., Portland | 41,798.00 |





WILSON RIVER HIGHWAY
BROOKS-JORDAN CREEK SECTION - GRADING

| | |
|---|---|
| Chas. H. Leonard, Albany | $198,560.00 |
| Parker-Schram Co., Portland | 199,208.00 |
| Oregon Contracting Co. & Theo. Arenz, Portland | 211,982.00 |
| J. A. Lyons, Portland | 215,510.00 |
| F. C. Dillard, Medford | 235,819.50 |
| A. C. Greenwood, Portland | 244,300.00 |

LITTLE NESTUCCA SECONDARY HIGHWAY
MEDA QUARRY-UPPER YACH BRIDGE SECTION - ROCK SURFACING

| | |
|---|---|
| Chas. H. Hoyt, Silverton | $ 6,694.00 |
| Arthur A. Hardesty, Portland | 6,821.00 |
| Dolan Construction Co., Tillamook | 7,781.00 |
| Saxton & Looney, Corvallis | 8,018.00 |
| The United Contracting Co., Portland | 8,261.00 |
| A. S. Wallace, Roseburg | 11,220.00 |

COOS RIVER SECONDARY HIGHWAY
FURNISHING FERRY SERVICE ACROSS COOS RIVER AT "EMEGREN FERRY"

| | |
|---|---|
| Julius Gunnell, Marshfield | $ 11,377.94 |
| Coos Bay Ferry Co., Astoria | 17,238.00 |

STATE HOSPITAL-ASH STREET
LANDSCAPING PROJECT - OLD OREGON TRAIL

Bid of Milton Nursery Co.

| Item No. | Item | Quantity Required | Quantity Bid | Unit Price Bid |
|---|---|---|---|---|
| 1. | Acer dasycarpum | 9 | 9 | $0.65 |
| 2. | Acer platanoides | 28 | 28 | 0.85 |
| 3. | Acer platanoides schwedleri | 6 | 6 | 1.25 |
| 4. | Crataegus crusgalli | 12 | 12 | 1.65 |
| 5. | Gleditsia triacanthos | 23 | 23 | 1.75 |
| 6. | Juglans nigra | 14 | 14 | 2.00 |
| 7. | Morus alba tatarica | 10 | 10 | 0.30 |
| 8. | Populus balsamifera | 10 | 10 | 0.75 |
| 9. | Populus deltoides | 11 | | |
| 10. | Populus tremuloides | 21 | 21 | 3.25 |
| 11. | Quercus rubra | 2 | 2 | 1.25 |
| 12. | Rhus typhina | 8 | 8 | 0.35 |
| 13. | Robinia pseudoacacia | 54 | 54 | 0.75 |
| 14. | Abies concolor | 2 | 2 | 2.00 |
| 15. | Pinus monticola | 9 | | |
| 16. | Berberis thunbergi | 9 | 9 | 0.20 |
| 17. | Cornus alba sibirica | 49 | 49 | 0.20 |

| Item No. | Item | Quantity Required | Quantity Bid | Unit Price Bid |
|---|---|---|---|---|
| | Bid of Milton Nursery Co. - continued | | | |
| 18. | Elaeagnus angustifolia | 71 | 71 | $0.25 |
| 19. | Forsythia intermedia spectabilis | 13 | 13 | 0.25 |
| 20. | Kolkwitzia amabilis | 115 | 115 | 0.35 |
| 21. | Lonicera fragrantissima | 9 | 9 | 0.20 |
| 22. | Philadelphus coronarius | 18 | 18 | 0.25 |
| 23. | Rhus canadensis | 22 | 22 | 0.25 |
| 24. | Symphoricarpos racemosus | 78 | 78 | 0.25 |
| 25. | Spiraea vanhouttei | 43 | 43 | 0.25 |
| 26. | Viburnum cassinoides | 9 | 9 | 0.30 |
| 27. | Weigela rosea | 8 | 8 | 0.30 |
| 28. | Juniperus sabina | 26 | 26 | 0.85 |
| 29. | Juniperus chinensis pfitzeriana | 86 | 86 | 1.00 |
| 30. | Ampelopsis quinquefolia engelmanni | 99 | 99 | 0.20 |
| | Bid of Russellville Nurseries, Inc. | | | |
| 1. | Acer dasycarpum | 9 | 9 | 1.30 |
| 2. | Acer platanoides | 28 | 28 | 1.30 |
| 3. | Acer Platanoides schwedleri | 6 | 6 | 1.30 |
| 4. | Crataegus crusgalli | 12 | | |
| 6. | Juglans nigra | 14 | 14 | 1.50 |
| 7. | Morus alba tatarica | 10 | 10 | 1.00 |
| 8. | Populus balsamifera | 10 | 10 | 1.00 |
| 11. | Quercus rubra | 2 | 2 | 2.25 |
| 12. | Rhus Typhina | 8 | 8 | 1.50 |
| 13. | Robinia pseudoacacia | 54 | 54 | 1.27 |
| 14. | Abies concolor | 2 | 2 | 2.50 |
| 15. | Pinus monticola | 9 | 9 | 2.50 |
| 27. | Weigela rosea | 8 | 8 | 0.50 |
| 28. | Juniperus sabina | 26 | 26 | 2.00 |
| 29. | Juniperus chinensis pfitzeriana | 86 | 86 | 1.50 |
| | Woods-grown | | | |
| 24. | Symphoricarpos racemosus | 78 | 78 | 0.49 |
| | Bid of Doty & Doerner, Inc. | | | |
| 1. | Acer dasycarpum | 9 | 9 | 1.20 |
| 2. | Acer platanoides | 28 | 28 | 1.20 |
| 3. | Acer platanoides schwedleri | 6 | 6 | 1.35 |
| 4. | Crataegus crusgalli | 12 | 12 | 2.00 |
| 5. | Gleditsia triacanthos | 23 | 23 | 1.35 |
| 6. | Juglans nigra | 14 | 14 | 2.00 |
| 7. | Morus alba tatarica | 10 | 10 | 1.00 |
| 8. | Populus balsamifera | 10 | | |
| 11. | Quercus rubra | 2 | 2 | 2.25 |
| 12. | Rhus typhina | 8 | 8 | 1.00 |





| Item No. | Item | Quantity Required | Quantity Bid | Unit Price Bid |
|---|---|---|---|---|
| | Bid of Doty & Doerner, Inc. - cont'd. | | | |
| 13. | Robinia pseudoacacia | 54 | 54 | $1.50 |
| 14. | Abies concolor | 2 | 2 | 3.00 |
| 16. | Berberis thunbergi | 9 | 9 | 0.30 |
| 17. | Cornus alba sibirica | 49 | 49 | 0.40 |
| 18. | Elaeagnus angustifolia | 71 | 71 | 0.60 |
| 19. | Forsythia intermedia spectabili | 13 | 13 | 0.35 |
| 20. | Kolkwitzia amabilis | 115 | 115 | 0.50 |
| 21. | Lonicera fragrantissima | 9 | 9 | 0.40 |
| 22. | Philadelphus coronarius | 18 | 18 | 0.40 |
| 23. | Rhus canadensis | 22 | 22 | 0.60 |
| 24. | Symphoricarpos racemosus | 78 | 78 | 0.40 |
| 25. | Spiraea vanhouttei | 43 | 43 | 0.30 |
| 26. | Viburnum cassinoides | 9 | 9 | 1.00 |
| 27. | Weigela rosea | 8 | 8 | 0.45 |
| 28. | Juniperus sabina | 26 | 26 | 1.50 |
| 29. | Juniperus chinensis pfitzeriana | 86 | 86 | 1.50 |
| 30. | Ampelopsis quinquefolia engelmanni | 99 | 99 | 0.30 |
| 31. | Rosa setigera | 314 | 314 | 0.35 |
| 32. | Rosa wichuraiana | 139 | 139 | 0.30 |
| 33. | Hypericum calycinum | 988 | 988 | 0.09 |

SALE OF USED TRUCKS
MARION COUNTY

Bid of Orlin Knight

| | Amount |
|---|---|
| Liberty, 3-ton Dept. No. 460 | $ 5.60 |
| Liberty, 3-ton " " 484 | 5.60 |
| Liberty, 3-ton " " 461 | 5.60 |
| Liberty, 3-ton " " 444 | 4.10 |
| Liberty, 3-ton " " 446 | 5.10 |
| Liberty, 3-ton " " 455 | 5.60 |

Bid of Mt. Scott Auto Wrecking Co.

| | |
|---|---|
| Liberty, 3-ton Dept. No. 460 | 36.05 |
| Liberty, 3-ton " " 484 | 36.05 |
| Liberty, 3-ton " " 461 | 36.05 |
| Liberty, 3-ton " " 444 | 26.05 |
| Liberty, 3-ton " " 446 | 36.05 |
| Liberty, 3-ton " " 455 | 36.05 |

Bid of H. Meizels

| | |
|---|---|
| Liberty, 3-ton Dept. No. 460 | 32.76 |
| Liberty, 3-ton " " 484 | 29.55 |

Bid of H. Maizels cont'd.

| | |
|---|---|
| Liberty, 3-ton Dept. 461 | $17.85 |
| Liberty, 3-ton Dept. 444 | 27.56 |
| Liberty, 3-ton Dept. 446 | 30.26 |
| Liberty, 3-ton Dept. 455 | 30.26 |

Bid of F. Glick

| | |
|---|---|
| Liberty, 3-ton Dept. 460 | 42.85 |
| Liberty, 3-ton " 484 | 37.98 |
| Liberty, 3-ton " 461 | 43.27 |
| Liberty, 3-ton " 444 | 26.75 |
| Liberty, 3-ton " 446 | 18.75 |
| Liberty, 3-ton " 455 | 22.75 |

Bid of Corvallis Sand & Gravel Co.

| | |
|---|---|
| Liberty, 3-ton Dept. 460 | 40.00 |
| Liberty, 3-ton " 484 | 75.00 |

Bid of Truck Equipment Co.

| | |
|---|---|
| Liberty, 3-ton Dept. 460 | 82.50 |
| Liberty, 3-ton Dept. 484 | 82.50 |
| Liberty, 3-ton " 461 | 82.50 |
| Liberty, 3-ton " 444 | 82.50 |
| Liberty, 3-ton " 446 | 82.50 |
| Liberty, 3-ton " 455 | 82.50 |

Bid of Truck Wrecking Co.

| | |
|---|---|
| Liberty, 3-ton Dept. 460 | 76.50 |
| Liberty, 3-ton " 484 | 76.50 |
| Liberty, 3-ton " 461 | 42.50 |
| Liberty, 3-ton " 444 | 76.50 |
| Liberty, 3-ton " 446 | 76.50 |
| Liberty, 3-ton " 455 | 76.50 |

Bid of Taggart & Looney

| | |
|---|---|
| Liberty, 3-ton Dept. 444 | 16.00 |

Bid of Salem Bargain House

| | |
|---|---|
| Liberty, 3-ton Dept. 460 | 59.265 |
| Liberty, 3-ton " 484 | 59.265 |
| Liberty, 3-ton " 461 | 40.265 |
| Liberty, 3-ton " 444 | 59.265 |
| Liberty, 3-ton " 446 | 59.265 |
| Liberty, 3-ton " 455 | 59.265 |





SALE OF SCRAP TIRES AND BATTERIES STORED AT SALEM, OREGON

Bid of Orlin Knight

| Item | Quantity | Unit Bid | Amount |
|---|---|---|---|
| Old Tires | 40 tons | $0.26 | $10.40 |
| Old Tubes | 1 ton | 1.00 | 1.00 |
| 13-plate Scrap Batteries | 114 only | .16 | 18.24 |
| 15-plate Scrap Batteries | 16 only | .16 | 2.56 |
| 17-plate Scrap Batteries | 13 only | .21 | 2.73 |
| 19-plate Scrap Batteries | 2 only | .26 | .52 |
| 12-volt Scrap Batteries | 3 only | .12 | .36 |
| **Bid of H. Maizels** | | | |
| Old Tubes | 1 ton | 22.56 | 22.56 |
| 13-plate Scrap Batteries | 114 only | .416 | 47.42 |
| 15-plate Scrap Batteries | 16 only | .436 | 6.98 |
| 17-plate Scrap Batteries | 13 only | .446 | 5.80 |
| 19-plate Scrap Batteries | 2 only | .469 | .94 |
| 12-volt Scrap Batteries | 3 only | .642 | 1.93 |
| **Bid of Salem Bargain House** | | | |
| Old Tubes | 1 ton | 19.10 | 19.10 |
| 13-plate Scrap Batteries | 114 only | .415 | 47.31 |
| 15-plate Scrap Batteries | 16 only | .445 | 7.12 |
| 17-plate Scrap Batteries | 13 only | .495 | 6.44 |
| 19-plate Scrap Batteries | 2 only | .555 | 1.11 |
| 12-volt Scrap Batteries | 3 only | .385 | 1.16 |
| **Bid of W. Cochran** | | | |
| Old Tires | 40 tons | 2.25 | 90.00 |
| Old Tubes | 1 ton | 10.00 | 10.00 |

SALE OF SCRAP TIRES AND BATTERIES STORED AT KLAMATH FALLS

Bid of Orlin Knight

| | | | |
|---|---|---|---|
| Old Tires | 10 tons | .25 | 2.50 |
| 13-plate Scrap Batteries | 57 only | .10 | 5.70 |
| 17-plate Scrap Batteries | 8 only | .15 | 1.20 |
| **Bid of Monarch Service Station** | | | |
| Old Tires | 10 tons | 5.00 | 50.00 |
| **Bid of Oregon Auto Wrecking Co.** | | | |
| Old Tires | 10 tons | | |
| 13-plate Scrap Batteries | 57 only | | |
| 17-plate Scrap Batteries | 8 only | (Lump Sum) | 25.72 |

SALE OF USED TRUCKS, TRACTORS AND OTHER EQUIPMENT
IN UNION COUNTY

**Bid of Mt. Scott Wrecking Co.**

| Item | Quantity | Unit Bid | Amount |
|---|---|---|---|
| Fordson Tractor Dept. #106 | 1 | $25.00 | $25.00 |
| Fordson Tractor Dept. #109 | 1 | 36.05 | 36.05 |
| Fordson Tractor Dept. #116 | 1 | 36.05 | 36.05 |
| **Bid of Taggart & Looney** | | | |
| Spearswell Loader with motor | 1 | 67.50 | 67.50 |
| **Bid of The Grande Ronde Pine Co.** | | | |
| 1250-gal. Water Tank | | 50.00 | 50.00 |
| **Bid of Babler Bros.** | | | |
| Fordson Tractor Dept. #116 | 1 | 50.00 | 50.00 |
| 6 H.P. Horizontal Boiler | 1 | 25.00 | 25.00 |
| Spearswell Loader with motor | 1 | 75.00 | 75.00 |
| Cornish Boiler | 1 | 200.00 | 200.00 |
| **Bid of Oregon Auto Wrecking Co.** | | | |
| Nash Quad. Truck Dept. #298 | 1 | | |
| Fordson Tractor Dept. #106 | 1 | | |
| Fordson Tractor Dept. #109 | 1 | | |
| Fordson Tractor Dept. #116 | 1 | | |
| 6 H.P. Horizontal Boiler | 1 | | |
| Spearswell Loader with motor | 1 | | |
| Spearswell Loader without motor | 1 | | |
| Cornish Boiler | 1 | | |
| Tractor Parts | | | |
| Obsolete tire rims | 75 (More or less) | | |
| Presto-Lite Tanks | 70 (More or less) | | |
| Hydraulic Hoists | 5 | | |
| Steel Dump Bodies | 2 | | |
| 1250-gal. Water Tank | 1 | Lump Sum Bid | 118.99 |
| **Bid of Orlin Knight** | | | |
| Nash Quad. Truck Dept. #298 | 1 | 1.00 | 1.00 |
| Fordson Tractor Dept. #106 | 1 | 2.00 | 2.00 |
| Fordson Tractor Dept. #109 | 1 | 5.50 | 5.50 |
| Fordson Tractor Dept. #116 | 1 | 5.50 | 5.50 |
| 6 H.P. Horizontal Boiler | 1 | 3.75 | 3.75 |
| Spearswell Loader with motor | 1 | 5.50 | 5.50 |
| Spearswell Loader without motor | 1 | 1.00 | 1.00 |
| Cornish Boiler | 1 | 4.00 | 4.00 |
| Tractor Parts | | .50 | .50 |
| Obsolete tire rims | 75 (More or | .01 | .75 |
| Presto-Lite Tanks | 70 less) | .02 | 1.40 |





| Item | Quantity | Unit Bid | Amount |
|---|---|---|---|
| **Bid of Orlin Knight cont'd.** | | | |
| Hydraulic Hoists | 5 | $2.50 | $12.50 |
| Steel Dump Bodies | 2 | 2.60 | 5.20 |
| 1250-gal. Water Tank | 1 | 1.00 | 1.00 |

SALE OF SCRAP METAL, TIRES AND BATTERIES STORED
AT LA GRANDE

| | | | |
|---|---|---|---|
| **Bid of Oregon Auto Wrecking Co.** | | | |
| Old Tires | 8 tons | | |
| Old Tubes | 1 ton | | |
| Scrap Steel | 40 tons | | |
| Scrap Cast Iron | 5 tons | | |
| 13-plate Scrap Batteries | 70 only | | |
| 17-plate Scrap Batteries | 15 only | | |
| Large12-volt Scrap Batteries | 5 only | Lump Sum Bid | $58.36 |
| **Bid of Orlin Knight** | | | |
| Old Tires | 8 tons | $0.13 | $ 1.04 |
| Old Tubes | 1 ton | .50 | .50 |
| Scrap Steel | 40 tons | .51 | 20.40 |
| Scrap Cast Iron | 5 tons | .30 | 1.50 |
| 13-plate Scrap Batteries | 70 only | .09 | 6.30 |
| 17-plate Scrap Batteries | 15 only | .21 | 3.15 |
| Large 12-volt Scrap Batteries | 5 only | .18 | .90 |

Chairman Cabell announced that the Commission would award contracts at 4:00 o'clock p. m. in the same room.

L. G. Apperson, City Engineer, Portland, came before the Commission with a proposition to expedite the construction of the Wilson River Highway. He asserted that there are available for expenditure in the State of Oregon about $30,000,000 of federal W. P. A. funds and that the City of Portland desires to take advantage of a portion of these funds to relieve unemployment conditions in the City of Portland and proposes to sponsor a W. P. A. project on the Wilson River Highway, consisting of approximately 12 miles of clearing and grubbing work, which would employ about 4,000 men for a period of one year at a cost of about $3,500,000. He stated that they have been assured by the W. P. A. officials that their project will be approved locally in the event the State Highway Commission will give its written consent to the expenditure of such funds on the highway location. He advised that he is presenting this matter on behalf of Ormond R. Bean, Commissioner of Public Works, Portland, and in support thereof presented a letter from Commissioner Bean requesting favorable consideration of the same. After considerable discussion, the members of the Highway Commission expressed themselves as favorably inclined to this proposed project and informed Mr. Apperson that the Commission would approve construction of W. P. A. projects on any

state highway, provided construction was done in accordance with the standard plans and specifications of the State Highway Department. Thereupon, the Commission, by unanimous vote, adopted the following resolution in regard to the matter:

WHEREAS, the Hon. Ormond R. Bean, Commissioner of Public Works, has requested from the Highway Commission permission to do certain highway construction work on state highways selected by the City under Works Progress Administration projects, the State to provide all necessary engineering supervision; and,

WHEREAS, it has for some time past been the policy of the Commission to permit counties and other governmental and/or relief agencies to work on state highways, and it is the purpose of the Commission to continue such policy and extend the same to the expenditure of all W. P. A. funds on state highways; and,

WHEREAS, it is the opinion of the Commission that all possible work opportunities should be developed and made available;

THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively participating, as follows:

1. That permission hereby is given to the City of Portland and Ormond R. Bean, its Commissioner of Public Works, to conduct clearing, grubbing and grading work on any of the state highways, provided such work is done according to plans and specifications approved by the State Highway Engineer, and provided further that such work shall at all times be subject to the supervision and control of said Engineer.

2. That all engineering supervision required for the performance of such road work shall be furnished by the Commission at state expense.

3. The State is without funds to cooperate with the City of Portland or its Commissioner of Public Works with respect to labor, materials, or equipment, and therefore is not in any way obligated for any costs or expense incurred in connection therewith, but the State will provide all necessary rights of way and all necessary engineering supervision.

4. That this resolution be entered in the minutes of the Commission and a certified copy of the same delivered to Ormond R. Bean, Commissioner of Public Works.

The Commission inquired whether or not any consideration has been given to a similar project to expedite construction of the Wolf Creek Highway. Mr. Apperson replied that the matter has been discussed





but that there appears to be a complication in regard to the transportation of men and they are not certain that the W. P. A. officials will approve a project on this highway. However, they will give the matter further study and report the results thereof to the Commission later in this session.

Mr. C. H. Demaray, Grants Pass, President, Oregon Pacific Highway Association, and Mr. A. S. V. Carpenter, representing the Jackson County Chamber of Commerce, Medford, came before the Commission and urged additional improvements to the Pacific Highway in the southern part of the state. Mr. Demaray filed with the Commission a resolution from the Oregon Pacific Highway Association demanding that the Highway Commission allocate from the funds available for construction for the year 1936 one-fourth of such funds for betterment and reconstruction of the Pacific Highway. The Commission took this matter under advisement.

A delegation consisting of Senator Milton A. Miller, President, Champoeg Pioneer Park Commission; Mrs. Mary Drain Albro, Secretary and Superintendent of Champoeg Pioneer Park; Mrs. A. M. Brown, member of the Board of Directors of the Sons and Daughters of the Oregon Pioneers; and Geo. W. Caldwell, former President of the Sons and Daughters of the Oregon Pioneers, all of Portland, came before the Commission in the interests of Champoeg Park, in northern Marion County. They particularly asked the Commission to construct a good highway into the park, where they contemplate making numerous improvements, including landscaping work and the construction of a building in the nature of a shrine, and advised that they are attempting to secure funds from the Federal Government to finance such work. They urged the Commission to bear this project in mind. The Commission took no action on this matter.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p.m. in the Auditorium of the Public Service Building with all members, the State Highway Engineer, the Attorney, and the Secretary present.

A delegation from Josephine County, consisting of County Judge Grant Matthews and County Commissioners H. S. Morgan and Geo. W. Thrasher; and W. D. Miller from Grants Pass, came before the Commission and urged the surfacing and oiling of Williams Secondary State Highway No. 261 between the town of Provolt and Haberman Ranch, a distance of 6.4 miles. They pointed out than an oiled highway is now available between Grants Pass and Haberman Ranch and that the completion of this 6.4 mile section will provide for the people residing in the Williams Creek district a direct route to Grants Pass, about 22 miles shorter than the present circuitous route through Medford. Chairman Cabell advised that the only moneys available to the Commission for construction purposes are the federal relief moneys expenditure of which is limited to $1400 per man per year for labor and materials. He explained that on account of the federal rules and regulations the Commission is of the belief that grading construction is all that can be done with the federal moneys unless they are augmented with local

funds. He inquired whether or not Josephine County could contribute any county money in connection with this project and advised that if the county could do this it might then be possible for the Commission to put it on the program. County Commissioner Thrasher replied that the County might be able to purchase right of way for the improvement but positively could not raise any money to cooperate in construction expense without issuing bonds, and he was certain that a bond issue for such purpose would not carry. After further discussion the County Court agreed to consider in its budget for next year an amount for this job, provided the Commission will give them an idea as to how much money the County would have to contribute. The Commission instructed the Engineer to furnish the County Court with the desired information.

In connection with this matter the delegation presented to the Commission several petitions bearing the names of 335 persons residing in the vicinity of the Murphy-Provolt Road, urging the Commission to give favorable consideration to the completion of this road. The Commission ordered the petition filed in the department records.

The Commission then conferred with the County Court of Josephine County in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways located within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that, in the absence of future agreements as to special and particular projects, or properties, all rights of way in Josephine County, authorized to be acquired by the said legislative act, would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

A delegation consisting of Messrs. John Boyer, Grand Ronde; A. H. Fox and E. L. Marsh, McMinnville; H. A. Hostettler, De Lake; County Judge Rosenberg and County Commissioners E. H. Lindsey and E. J. Anderson, of Tillamook County, were present in the interests of the preservation of natural scenery along the Salmon River Highway. Mr. Boyer headed this group. He pointed out that there is a fine stand of virgin timber along this highway which should be preserved for posterity and as an attraction for tourists, and urged that this be done notwithstanding the cost, because Oregon's wealth is tied up in its scenery and timber, the preservation of which would encourage tourists to visit the park areas of this state and to travel over those highways which are most attractive from the scenic standpoint. He urged the Commission to condemn the property, if necessary, in order to get a satisfactory price. He advised that logging operations are now under way in some of the timber along this highway and asserted that, if the Commission has any idea in mind to preserve this timber, early action is necessary. Chairman Cabell stated that the Commission realizes that there is a fine stand of timber along the Salmon River Highway but considered the price of $75,000 demanded by the Miami Timber Company for its property exorbitant; furthermore, there are other fine stands of timber in the state which are desirable and the Commission must consider these in its timber preservation program. He advised that the Commission has already ordered a survey of all available and desirable stands of timber located adjacent to state highways throughout the state and that when this report is rendered the Commission will be in a position to make a definite decision as to the Salmon River Highway proposition, and, if the price is right, the Commission will consider purchasing the property; otherwise, the Commission will have to allow the timber to be cut. Mr. Hostettler also spoke for the preservation of the timber along the Salmon River Highway.





Mr. Boyer and Mr. Marsh urged the Commission to complete the Little Nestucca Secondary Highway as quickly as possible. In connection with this matter, Mr. Marsh filed with the Commission numerous petitions bearing 615 signatures of residents of the northwestern part of the State of Oregon urging the completion of this highway at the earliest possible time in order to make it available for year-round travel. The Commission ordered the petitions filed in the department records for future consideration.

Mr. Marsh also asked the Commission to give favorable consideration to the construction of the proposed cutoff from Boyer, on the Salmon River Highway, to Dolph, on the McMinnville-Tillamook Highway, heretofore proposed by the Commission as a forest highway project. He was informed that the Commission has no money for this project at the present time.

The Commission conferred with the County Court of Malheur County, represented by County Judge David F. Graham, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways located within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that, in the absence of future agreements as to special and particular projects, or properties, all rights of way in Malheur County authorized to be acquired by the said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

A delegation from Gilliam County consisting of County Commissioners Earl P. Hoag and Glen L. Richards; Hon. E. R. Fatland, Condon, President, and L. E. Spraker, Condon, Secretary, of the John Day Highway Improvement Association, came before the Commission and urged an allocation of funds for the improvement of the Wasco-Heppner Secondary State Highway No. 300 between Condon and Heppner, which, they stated, is almost impassable at certain times during the year. Commissioner Aldrich advised that the Commission understands that this is an important road and regrets that it does not have state funds available to improve it. He also advised that the Commission is

precluded from spending federal funds thereon because of federal requirements, this road being a state secondary highway. Chairman Cabell confirmed Commissioner Aldrich's remarks and advised the delegation that the Commission will keep this project in mind if moneys can be found to finance the work.

Mr. Fatland urged the Commission to construct as its next project on the John Day Highway the 4-mile section extending from the town of Fossil to Kinzua Junction. He asked that this section be surfaced and oiled and that, when completed, the section between Ochoco Junction and Kimberly be similarly improved. The delegation was informed that their projects will be kept in mind for future funds.

The Commission then conferred with the County Court of Gilliam County, represented by County Commissioners Glen L. Richards and Earl P. Hoag, in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways located within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that, in the absence of future agreements as to special and particular projects, or properties, all rights of way in Gilliam County, authorized to be acquired by the said legislative act, would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

Mrs. M. Silva, proprietor of the Bridge of the Gods Inn at Cascade Locks, was present and requested the Commission to make certain improvements to her property which, she alleges, are necessitated by reason of the reconstruction of the Columbia River Highway through Cascade Locks. She stated that the highway has been constructed in front of her place of business so that both entrances thereto are blocked, rendering her business practically valueless, and now she has no income with which to pay her bills. She gave as her thought that the State should raise her building to a level with the new highway grade and construct for her a suitable entrance thereto, which, she thought, would cost about $1,000.

Mrs. Silva was advised that the matter of highway grade was considered and satisfactorily disposed of before the contract for the improvement was awarded and that the Commission considers that it has no further responsibility in the matter; furthermore, the Commission has denied many similar requests and has no alternative but to take similar action in regard to hers. The suggestion was made that perhaps Mrs. Silva could secure a reconditioning loan from the Federal Government to finance her improvements.

At 4:00 o'clock p.m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session,





the Commission having previously approved these awards by unanimous vote:

"Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County. 5.52 miles of paving. The low bid submitted for this project is that of Edlefsen-Weygandt Company, Portland, at $132,710.50. The next low bid is that submitted by Jacobsen-Jensen Company, Portland, at $133,681.00. There are five higher bidders. The Commission awards this contract to the low bidder, Edlefsen-Weygandt Company, at their bid of $132,710.50.

"Remodel and widen bridge over Molalla River on the Pacific Highway, in Clackamas County. The low bid submitted for this job is that of Mountain States Construction Company, Eugene, at $51,415.50. The next low bid is that submitted by Barham Brothers, Salem, at $58,756.00. There are three higher bidders. The Commission awards this contract to the low bidder, Mountain States Construction Company, at its bid of $51,415.50.

"Prineville-Ochoco Dam Section of the Ochoco Highway in Crook County. 5.5 miles of regrading, surfacing and oil mat surface treatment and furnishing crushed material in stockpiles. The low bid submitted is that of Chas. H. Leonard, Albany, at $71,526.00. The next low bid is the joint bid submitted by Newport Construction Company and Kern & Kibbe, Portland, at $77,860.50. There are seven higher bidders. The Commission awards this contract to the low bidder, Chas. H. Leonard, at his bid of $71,526.00.

"Construction of a composite type pile trestle and removable I-beam span over Smith River on the Oregon Coast Highway, near Reedsport, in Douglas County, The low bid is that submitted by Mountain States Construction Company, Eugene, at $92,800.00. The next low bid is that of Tom Lillebo, Reedsport, at $97,634.00. There are seven higher bidders. The Commission awards this contract to the low bidder. Mountain States Construction Company, at its bid of $92,800.00.

"Nigger Flat Section of the Central Oregon Highway in Harney County. 0.59 mile of grading. The low bid submitted is that of J. A. Lyons, Portland, at $24,662.00. The next low bid is that of McNutt Brothers, Eugene, at $25,094.50. There are eight higher bidders. The Commission awards this contract to the low bidder, J. A. Lyons, at his bid of $24,662.00.

"Construction of a steel deck girder span over Klamath River and the Great Northern Railroad Company's tracks about three miles south of Klamath Falls on the Klamath Falls-Weed Highway in Klamath County. The low bid submitted is that of C. J. Montag & Sons, Portland, at $160,735.00. The next low bid is that of Hoffman Construction Company, Portland, at $164,205.00. There are two higher bidders. The Commission awards this contract to the low bidder, C. J. Montag & Sons, at their bid price of $160,735.00.

"Horse Ranch-Silver Lake Section of the Fremont Highway, in Lake County. 15.5 miles of gravel surfacing and 16.4 miles of road mix or plant mix surface treatment. The low bid is that submitted by Babler Brothers, Portland, at $94,755.00, based on furnishing road mix materials. They submitted no bid for plant mix materials. There are seven higher bidders. The Commission awards the contract to the low bidder, Babler Brothers, at their bid of $94,755.00, based on the road mix alternate. The next low bid is that of Dunn & Baker, Klamath Falls, at $101,004.00, based on road mix materials. They submitted no bid on plant mix materials.

"Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County. 5.79 miles of grading. The low bid is that submitted by McNutt Brothers, Eugene, at $68,348.00. The next low bid is that of Tony Marrazzo, Spokane, at $71,046.75. There are nine higher bidders. The Commission awards this contract to the low bidder, McNutt Brothers, at their bid price of $68,348.00.

"Construct a 48' x 120' addition to a frame storage building located at the State Highway Shops in Salem. The only bid received by the Commission for this project is that of O. N. Pierce & Company, Portland, at $3,240.00. The Commission has rejected this bid and has ordered the project readvertised for bids to be received at the next regular meeting.

"West Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah and Washington Counties. 1.45 miles of paving. The low bid is that of Harold Blake, Portland, at $34,538.00. The next low bid is that of Edlefsen-Weygandt Company, Portland, at $34,948.00. There are four higher bidders. The Commission awards this contract to the low bidder, Harold Blake, at his bid price of $34,538.00.

"Brooks-Jordan Creek Section of the Wilson River Highway, in Tillamook County. 4.17 miles of grading. The low bid is that submitted by Chas. H. Leonard, Albany, at $198,560.00. The next low bid is that submitted by Parker-Schram Company, Portland, at $199,208.00. There are four higher bidders. The Commission awards the contract to the low bidder, Chas. H. Leonard, at his bid price of $198,560.00.

"Meda Quarry-Upper Yach Bridge Section of the Little Nestucca Secondary Highway, in Tillamook County. 2.5 miles of rock surfacing. The Commission received six bids for this project, none of which were satisfactory, and, accordingly, has rejected all of them and has ordered the project readvertised.

"Furnish ferry service across Coos River at 'Enegren Ferry' on the Coos River Secondary Highway in Coos County. The low bid is that submitted by Julius Gunnell, Marshfield, at $11,377.94. The only other bid received for furnishing this service is that of Coos Bay Ferry Company, Astoria, at $17,238.00. The Commission awards





this contract to the low bidder, Julius Gunnell, at his bid price of $11,377.94.

"Furnish trees, shrubs, and other nursery stock for the State Hospital-Ash Street Landscaping project on the Old Oregon Trail at Pendleton, in Umatilla County. There are three bidders for furnishing this material, viz., Milton Nursery Company, Milton, Oregon; Russellville Nursery Company, Portland, and Doty and Doerner, Portland. The Commission has approved the low offer for each item and has awarded to Russellville Nursery Company the contract for furnishing items 6 and 15, at a total of $45.50, and has awarded to Doty and Doerner, Inc., the contract for furnishing items, 5,31, 32 and 33, at a total of $271.57; and has awarded the contract for furnishing the remaining items to Milton Nursery Company at a total of $433.40.

"Sale of six used Liberty 3-ton trucks stored at Salem. The high bid received for the purchase of these trucks is that submitted by Truck Equipment Company, Portland, at $82.50 each, or a total of $495.00. The next high bid is that of Truck Wrecking Company, Portland, at $76.50 each for five trucks and $42.50 for one truck, a total of $425.00. There are eight lower bidders. The Commission has accepted the offer of the high bidder, Truck Equipment Company, at its bid price of $495.00.

"Sale of scrap tires, tubes, and batteries stored at Salem. The Commission has accepted the bid of H. Meizels, Salem, for the purchase of old tubes; 114 - 13-plate scrap batteries and 3 - 12-volt scrap batteries at his bid price of $22.56, $47.42 and $1.93, respectively, which were the highest bids submitted for these items. The Commission has accepted the bid of Salem Bargain House, Salem, for 16 - 15-plate scrap batteries; 13 - 17-plate scrap batteries, and 2 - 19-plate scrap batteries, at their bid price of $7.12, $6.44 and $1.11 respectively, these being the high bids submitted for these items. The Commission has rejected all bids received for the purchase of 40 tons of old tires, said bids being considered too low.

"Sale of scrap tires and batteries stored at Klamath Falls. The Commission has accepted the bid of Monarch Service Station, Klamath Falls, for the purchase of 10 tons of old tires at their bid price of $50.00, which was the high bid received for this item. The Commission has accepted the bid of Orlin Knight, Seattle, Washington, for 57 - 13-plate scrap batteries and 8 - 17-plate scrap batteries at his bid price of $5.70 and $1.20 respectively, these being the high bids received therefor.

"Sale of used trucks, tractors, and other used equipment stored at LaGrande. The Commission has accepted the bid submitted by Babler Brothers, Portland, for 1 Fordson tractor, Dept. No. 116, at $50.00; one 6 H.P. horizontal boiler, at $25.00,

and 1 Cornish boiler at $200.00, and has accepted the bid submitted by Grande Ronde Pine Company, Pondosa, Oregon, for 1 - 1250-gallon water tank at their bid price of $50.00. The Commission has sold to Orlin Knight, Seattle, Washington, 5 hydraulic hoists at his bid price of $12.50. All of said bids were the highest received by the Commission for such items. The Commission considers unsatisfactory all bids submitted for the remaining equipment advertised for sale at La Grande and accordingly has rejected all such bids.

"Sale of scrap metal, tires, tubes and batteries located at La Grande. The Commission received only two bids for the purchase of this material, both of which have been considered by the Commission as being too low; hence the Commission has rejected both of them and has ordered the material readvertised for bids to be received at a future meeting."

Captain Charles Nelson, Mayor of Cascade Locks, was present and urged the Commission to oil the gravel shoulders on each side of the newly constructed pavement on the Columbia River Highway through the town of Cascade Locks, about 1000 feet in length. He advised that the city has no money for such purpose and they are fearful that, unless these shoulders, which are 8 feet wide and extend from the pavement to the curb line, are oiled now, a bad condition will exist for traffic during the winter season and they wish to avoid such condition, if possible. The Engineer advised that the new highway pavement is 42 feet wide and that the shoulder construction is identical to that used on 82d Street, Portland, and that, while a much better job would have resulted if the pavement had been extended the full width between curbs, the additional work could not be financed with the money that was budgeted for this job. He further advised that, if the Commission decided to go ahead with this improvement, it would be necessary to finance it with state money because it is now too late to secure federal money; also, that it will cost more money to do the job now than if it had been included in the original contract. After some discussion of the matter Captain Nelson was informed by the Commission that his request would have to be denied for the present but it will be reconsidered next year.

Mr. J. W. Deemy, Marshfield, came before the Commission in regard to a proposed park site located at Golden and Silver Falls adjacent to the county road approximately ten miles northeast of Allegany in Coos County. He stated he represents Butler Brothers Timber Company, Marshfield, which has considerable holdings in this district, and that they are willing to donate to the State for state park purposes, land on which the above-mentioned falls are located, provided the State will improve the road, at an estimated cost of $15,000, and make it suitable for truck hauling of logs. In other words, his proposition virtually amounted to the State's buying the park site for the sum of $15,000, which the Company would turn over to Coos County to finance the road improvement. The Engineer suggested that, if the Commission considers it advisable to acquire this property, it might be better to pay the company the purchase price and let the company spend the money as it sees fit, either for the improvement of the road or otherwise, which would relieve the State from any responsibility. He urged careful consideration of the matter and advised that Division Engineer Collier is now making an investigation to determine how much it will cost to fix up the road, and a report will be rendered as soon as the investigation is completed. Chairman Cabell informed Mr. Deemy that the Commission has ordered an investigation of timbered areas located throughout the state to determine which of them it might be desirable to acquire as additions to the state park system, and no doubt the Golden and Silver Falls area will be included in the report of such investigations. He further advised that until this report and the report of the Engineer in regard to the Golden and Silver Falls area are completed, the Commission cannot make any definite statements but will be pleased to consider the matter at the proper time.





A delegation from Gresham, consisting of the following business men - A. W. Metzgar, B. W. Thorn, Wm. C. Carroll, Arthur Dowsett, Jas. M. Cogswell, and W. R. Hicks, representing the Gresham Commercial Club and Kiwanis Club - was present and asked the Commission to improve Powell Valley Road by straightening, and constructing a concrete strip 3' or 4' wide on each side of the present pavement between Portland and Gresham. They were informed by Chairman Cabell that the Commission has under way at the present time reconnaissance surveys to determine the proper routing for the main traffic artery between Portland and Mt. Hood, there being two routes under consideration, viz.: the present Powell Valley Road and a proposed extension of Foster Road to a point near Sandy, which has the endorsement of the Southeast Portland Chamber of Commerce; further, that when the surveys are completed and the report thereon studied by the Commission, a policy in regard thereto will be determined and the Commission will then be in a position to undertake construction when funds become available, but until that time the Commission can make no definite statements.

County Judge W. R. Cook of Jefferson County came before the Commission in regard to the routing of the Warm Springs Highway to and through the town of Madras. The Engineer reported on three routes which have been suggested for this highway and which he designated as the "L" line, "L-1" line and the "L-3" line, described as follows:

"L" line - enters the town of Madras from the north on an extension of 5th Street, which is the main business street of Madras, and follows along 5th Street to a point near "H" Street, where it swings to the southeast and joins the present highway about one mile south of the city limits.

"L-1" line- enters the town of Madras from the west, following approximately the line of the O. W. R. & N. Co. railroad which it crosses beneath in Willow Creek Canyon, and joins the present highway about one mile south of the city limits.

"L-3" line - coincides with the "L" line north of Madras but diverges therefrom at the north city limits where it swings to the southwest and extends in a direct line to a connection with the "L" and "L-1" lines at a common point about one mile south of Madras.

He explained that the "L" line follows along the main business street in Madras and requires a new crossing of the Oregon Trunk Railroad; whereas, the "L-1" and the "L-3" lines simply skirt the edge of the town but cross under the railroad at an existing railroad bridge structure. He further explained that the "L" line is .19 mile longer than the "L-3" line and is the most expensive to construct, but he believed that it should be adopted because it will afford a satisfactory grade and alignment for this main highway and will not destroy property values as will the others; and for the further reason that Madras is the junction point of the Warm Springs, The Dalles-California, and the Madras-Ochoco Highways and is the natural stopping point for the traveling public, where adequate hotel and other accommodations can be secured. It was his thought that the short increase in the length of the "L" line over the others and the small extra cost to construct it would not warrant its abandonment. He thereupon recommended the adoption of the "L" line.

Chairman Cabell advised Judge Cook that it is the primary obligation of the State Highway Commission to take care of through traffic in the best possible manner, and if that can be done equally as well by routing the highway through Madras as by by-passing that town, the Commission would adopt the route desired by the local people.

After further discussion of this matter, the Commission decided that through traffic would be equally as well served by going through the town of Madras as by by-passing the town; whereupon the Commission voted unanimously to adopt the route recommended by the Engineer.

County Judge Geo. K. Quine, Douglas County, and W. C. Harding, Secretary, Roseburg Chamber of Commerce, were present. Mr. Harding stated that the people of Roseburg feel that the time has come when the Pacific Highway should be re-routed through their city and asked the Commission to authorize a survey for such proposed change. He also asked the Commission to allocate funds to complete the Pacific Highway reconstruction work just south of Roseburg, which was started some time ago by Douglas County as an SERA project and on which the county has spent about $25,000 to date. The Commission took no action on his requests.

Judge Quine presented a number of petitions signed by 196 residents of Lane County, in which the Commission was requested to extend and construct Territorial Secondary State Highway, No. 200, in Lane County, from its present terminus at the Lane-Douglas County line southerly to a connection with the Pacific Highway at the town of Anlauf. Judge Quine explained that, notwithstanding the fact that the proposed extension is within the borders of Douglas County, he was presenting this petition in behalf of residents of Lane County, and if the Commission will approve the extension, Douglas County will acquire the right of way in that county. The Commission ordered the petitions filed for future reference.

The Commission then conferred with Judge Quine, as representative of the Douglas County Court, in regard to the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Douglas County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Douglas County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.





Mr. J. L. Rettig, The Dalles, was present and asked the Commission to grant him permission to truck logs over the Columbia River Highway from the town of Mosier to The Dalles. After considerable discussion the Commission denied the request as a matter of policy, it being the thought of the Commission that such operations could not be carried on on this road, which is narrow and contains many sharp curves, without causing too great a hazard to other traffic.

County Judge H. H. Rosenberg and County Commissioners E. H. Lindsey and E. J. Anderson of Tillamook County, were present and asked the Commission to construct and maintain as a secondary state highway the county road which extends from the Oregon Coast Highway at Wheeler northwesterly, a distance of 3.3 miles, to Manzanita Junction. They pointed out that this road is now being used as a state highway and eventually will carry practically all of the Oregon Coast Highway travel between Astoria and Tillamook when the Cannon Beach-Neahkahnie Mountain project is completed; which reason, in their estimation, is sufficient justification for the state to designate it as a secondary state highway and to rebuild it to modern standards, including surfacing and oiling. Mr. Lindsey stated that the Commission at one time offered to oil this road if the county would pay part of the cost, which was at that time estimated at $12,000. He advised that the county is now ready and willing to do the oiling work, but lacks oiling equipment for the purpose; wherefore, they are asking the state to help them out and to maintain the road as a secondary highway when the oiling is completed. The Engineer advised that there is a question as to whether or not the Commission should designate this road as a secondary state highway until the oiling is finished. The Attorney advised that, inasmuch as the present road is not on the permanent location for this highway but is being used by state highway traffic, the Commission, if it so desired, could legally expend state funds to construct and maintain it as a temporary detour road. The Commission expressed themselves as being favorably inclined to designate this road as a secondary state highway but declined to do so at this time because of its established policy which prohibits placing any more roads on the secondary highway system pending adjustment of roads now included in that system. However, the Commission gave the county court to understand that it would maintain the road as a temporary detour road as soon as the oiling work was completed, and advised, under the circumstances, that the county would have to trust the Commission to do the right thing at that time. The Engineer inquired whether or not Tillamook County would pay one-half the cost of the pro-

posed improvement. Mr. Lindsey replied that the county would pay one-half of the costs up to a maximum of $6,000. After further discussion the Commission accepted the county's offer and instructed the Engineer to prepare plans and specifications for a project costing approximately $12,000 and to have the proposition covered by appropriate agreement between the county and state, which agreement shall provide for the payment of the county's share of the cost by assignment of a sufficient amount of its share of the state motor vehicle fund when it becomes due and payable.

The Commission then conferred with the Tillamook County Court on the question of acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Tillamook County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Tillamook County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

Mr. R. R. Chrichton, engineer, representing the Mountain States Power Company, was present in regard to a proposed extension of their power pole line along the right of way of the West Side Pacific Highway a short distance south of Monmouth. Mr. Chrichton explained that the Power Company has an application to serve a customer in this locality, which necessitates the extension of its pole line for a short distance on this highway and that it is proposed to build it along the easterly side of the right of way throughout, as heretofore directed by the Commission, except at the point known as "Cemetery Hill", where they prefer to build on the old county road which passes over the hill, rather than along the highway which passes around the hill, because, in their estimation, a much better type of construction will result and there will be less hazard to the public, notwithstanding the fact that it will involve crossings over the highway at two points. He asked the Commission to authorize these two crossings and offered the following arguments in support thereof: If the company is required to construct its pole line on the highway around the hill it would be necessary to install numerous unsightly guy wires over the highway at the curve points and to erect more poles at such places, so as to prevent the power wires from overhanging the traveled roadway, which would greatly increase the possibilities of serious injury occurring if someone should drive off the highway at such points; that the company has applications for power service west of the highway at this location and to supply such service it will eventually be necessary to construct power wires across the highway, whether or not the company is permitted to do so at the present time.

The State Highway Engineer advised that present plans for the





reconstruction of this highway involve the straightening of the alignment at this point and elimination of the present highway around Cemetery Hill, in view of which he recommended the granting of the company's request provided their pole line is constructed in conformance with the Commission's requirements. After some discussion the Commission approved the Engineer's recommendation and referred the entire matter to him to work out the details.

Mr. Chrichton then advised that the present extension is an emergency proposition to furnish electricity to a prune drier which is in need of service at the earliest possible time. He requested authority to proceed with construction as soon as the details thereof have been approved by the State Highway Engineer, prior to receipt of the standard permit signed by the State Highway Commission. In view of the circumstances the Commission granted his request.

The Commission adjourned at 6 o'clock p. m. to reconvene at 8:00 o'clock the next morning in the same room.

Portland, Oregon, September 6, 1935.

The State Highway Commission reconvened at 8 o'clock a.m. in the auditorium of the Public Service Building, with all members present and participating; also present were the State Highway Engineer, the Attorney, and the Secretary.

The Attorney reported the disposition made of the $2,000,000 par value Oregon Coast Highway Bridge Revenue Bonds which have been repurchased from the Federal Government. He advised that, according to the Commission's instruction, he delivered these bonds to the State Treasurer who disclaimed them, whereupon he turned them over to the Secretary of State, who receipted for them. The Commission confirmed the Attorney's action by unanimous vote.

The Attorney also reported that the United States National Bank of Portland, which is the depository for the Coast Highway bridge construction fund, has requested authority to withdraw some of its securities heretofore deposited with the Chase National Bank in New York City to secure the bridge funds because the state's account for this purpose has been greatly reduced and, in their estimation, the full amount of security is no longer required. He gave as his thought that the bank's request is reasonable and should be approved and he so recommended. After due consideration the Commission by unanimous vote approved the Attorney's recommendation and thereupon signed a certificate authorizing, insofar as the Highway Commission is concerned, the release of a portion of said securities.

The Attorney reported that, as instructed by the Commission at the previous meeting, he wrote to Storey, Thorndike, Palmer and Dodge, Bond Attorneys, Boston, regarding their bill in the amount of $1,000 for examining the Commission's proceedings in connection with the recent sale of $3,000,000 Oregon State Highway bonds, and received a reply expressing their regrets that they cannot reduce the amount of their claim. In view of this report, the Commission by unanimous vote approved the payment of the full amount of

the attorneys' claim.

The Engineer reported that on August 19, 1935, in accordance with authority previously granted him by the Commission, he awarded to Hoffman Construction Company, Portland, the contract for the construction of the La Grande undercrossing project in Union County, on the basis of their bid submitted to the Commission on June 6, the conditions of the award having been satisfied before that time. He asked the Commission to confirm the award. The Commission by unanimous vote approved the award of this contract to Hoffman Construction Company, the low bidder, at their bid price of $89,901.00.

The Engineer also reported briefly the results of investigations made by him of the alternate routes proposed for the East Portland-Oregon City Highway through the city of Oregon City. He exhibited a map on which was shown in colors the several routes under consideration and pointed out the advantages and disadvantages of each. He also gave figures to show the estimated cost to construct each route and advised that from an engineering standpoint the selection of a route sifts down to a choice between what is known as the Bluff Route and the Water Street Route. The Commission discussed the report but took no definite action thereon.

The Commission confered with the County Court of Lake County, represented by County Judge Fred Reynolds and County Commissioners B. C. Robinson and W. P. Vernon, in regard to the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Lake County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Lake County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

Judge Reynolds then asked the Commission to continue the improvement of the Fremont Highway north from Lakeview to Paisley, particularly the section between Paisley and Valley Falls, which section, he said, should be given preference. The Engineer advised that he had it in mind to ask the Commission to authorize, at this meeting, a survey between Valley Falls and White Rock through the Crooked Creek Canyon, but if the people of Lake County prefer that first consideration be given to the Paisley-Valley Falls Section, then perhaps, that section should be surveyed first. After considerable discussion of this matter, the Commission authorized the Engineer to conduct a survey of a 15 or 20-mile section of this highway beginning at a point approximately 8 miles north of Lakeview and extending northerly to and beyond Valley Falls.

The County Court also asked for the improvement of the Camas Prairie section of Lakeview-Adel Secondary State Highway, which they stated is practically impassable during winter months because of snow conditions. They





offered to acquire the right of way needed for this project if the Highway Commission will pay the construction costs. The Engineer advised that the present road through Camas Prairie is not properly located and should be reconstructed on revised alignment, but there appear to be no funds available to finance the work, inasmuch as state secondary moneys are insufficient and the project is ineligible for federal funds. He suggested that the County might undertake the improvement as a W.P.A. project. Judge Reynolds stated that they would act on the Engineer's suggestion if the state will furnish the survey. After some discussion the Commission authorized the Engineer to make such survey at state expense.

The County Court of Sherman County represented by County Judge Geo. A. Potter and County Commissioner A. A. Dunlap, conferred with the Commission in regard to the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Sherman County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Sherman County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

Judge Potter then renewed the County Court's previous request for the reconstruction and oiling of the south end of the Sherman Highway. He presented petitions signed by 134 residents and tax payers of Sherman County urgently requesting this improvement. Chairman Cabell advised that the Commission has this project in mind for construction as soon as funds are available to finance the work but it is not possible to undertake it this year. Judge Potter then requested that a traffic stripe be painted along the center of the oiled portion of the Sherman Highway to facilitate travel during the winter season when fog conditions are very bad. He was informed that the striping of this highway is on the Commission's schedule for this year and the work will be accomplished in the near future. In this connection the State Highway Engineer pointed out that the Commission's annual stripe-painting program has increased to such an extent that it is now nearly impossible to complete it during the period of dry weather. He recommended the purchase of another stripe-painting outfit for emergency use and for painting pedestrian lanes and parking stripes, which takes considerable of the time of one crew. In view of the importance of the matter, the Commission authorized the Engineer to purchase, immediately, another complete stripe-painting machine, including a truck, and instructed him to ascertain from the Washington Highway Department whether or not it would be possible to rent one of their stripe-painting machines for immediate use, until the new machine is ready for operation.

The Engineer also discussed with the Commission the matter of working the stripe-painting crew overtime. He advised that at present these crews work 40 hours per week but he is fearful that the work outlined for them this season will not be completed unless the hours are increased. He requested authority to work these men 48 hours per week for the remainder of this season, when they will be put back on the 40 hour per week basis. The Commission approved the Engineer's request by unanimous vote.

County Commissioner Dunlap of Sherman County requested the improvement of Sherar's Bridge Secondary State Highway No. 209 in Sherman and Wasco Counties. He was informed that the Commission does not have the money to finance the work at present but will keep the project in mind for future funds.

The County Court of Yamhill County, represented by County Judge R. J. Kennedy and County Commissioners W. S. Allan and F. R. Campbell, conferred with the Commission in regard to the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Yamhill County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Yamhill County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway fund.

Chairman Cabell inquired whether or not Yamhill County is in position to contribute county money to match the federal relief funds which the Commission is required to expend for county road construction. He explained that, according to government rules and regulations, expenditure of federal relief moneys is limited to $1400 per man per year for labor and materials, which restricts the work the Commission can undertake with such funds to grading projects where a maximum of hand labor can be used. He further explained that considerably more can be accomplished with federal relief moneys if local funds are used in conjunction with them, which means that the county must provide the local funds, because state funds cannot be used for county road construction. Judge Kennedy replied that Yamhill County has no money available for immediate use but the County Court will consider a set-up for this proposition when it meets next month to consider its 1936 budget. The Engineer was instructed to have one of his assistants contact the Yamhill County Court in regard to the selection of projects for this program.

The County Court of Grant County, represented by County Commissioner John Porter, conferred with the Commission in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of





Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Grant County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Grant County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway funds.

Mr. Porter then urged the Commission to make provision for the construction of a new bridge over the North Fork of the John Day River in Monument. He suggested that the Kimberly-Monument Secondary State Highway be extended to a connection with the Pendleton-John Day Highway at Long Creek, which would make this bridge a secondary highway structure eligible for secondary state highway funds. He was informed that the state secondary highway funds available for expenditure in Grant County are insufficient to pay the cost of this bridge and if the State should construct it, it would have to be financed with federal money which is required to be expended for county road construction, hence it would be inadvisable to extend the secondary highway at this time. He was also informed that the Commission appreciates the importance of this road and at some future date, when contemplated adjustments are made in the secondary highway system, it will probably be designated as a secondary state highway, to Long Creek. Mr. Porter stated that he believed Grant County could pay a portion of the cost of the new bridge, but he preferred to consult with the other members of the court before making any definite commitment in regard thereto. Arrangements were then made for the Commission to discuss the matter with the County Court of Grant County in the court house at Canyon City on Friday afternoon, September 13, when the Commission plans to be in that vicinity.

Mr. Porter also asked the Commission to consider an appropriation for the improvement of the county road which extends from the town of Austin down the middle fork of John Day River, through Susanville, to a connection with the Pendleton-John Day Highway. The Commission took no action on this request.

The County Court of Linn County, represented by County Judge J. J. Barrett and County Commissioners H. A. Renninger and H. F. Warren, was present and conferred with the Commission in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Linn County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties,

all rights of way in Linn County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission and the cost and expense thereof paid from the state highway funds.

The Commission then discussed with the County Court matters pertaining to county road construction. The Engineer inquired whether or not Linn County has any county money which could be offered as a contribution to match federal relief moneys which are required to be expended for county road construction. He explained the federal requirements in regard to the expenditure of such funds and advised that if local funds are made available to match the federal moneys, considerably more work could be accomplished with federal funds, and it would then be possible to undertake surfacing, oiling and paving projects; whereas, without such county cooperation the Commission would be limited to construction of grading projects only where a maximum amount of hand labor could be employed. Judge Barrett advised that the County Court has this matter under consideration and will advise the Commission of its decision as soon as possible. He requested detailed information concerning the federal requirements, which the Engineer agreed to furnish him within the next few days.

County Commissioner C. M. Young and County Engineer P. M. Morse of Lane County were present and inquired, in behalf of the Lane County Court, whether or not the State will take over and maintain two short sections of the Willamette Highway which are now being maintained by Lane County, if Lane County will improve these sections by regrading, regraveling and oiling as a W.P.A. project. They described the sections as a 1½-mile section east of the Coast Fork bridge, towards the town of Pleasant Hill, and a 1-mile section west from Lowell bridge, and declared that they are in a deplorable condition and that the County will improve them if the State will maintain them after the improvements have been completed, as the Commission is now doing on the adjoining sections.

The Engineer pointed out that the sections referred to are not on the permanent location for this highway, which is the reason that the State has not maintained them heretofore; however, he recommended that the County's proposition be accepted and approved by the Commission as a temporary proposition until such time as the highway has been constructed on proper alignment, provided the County will construct on the proper location wherever possible as indicated by survey, and that he be authorized to conduct surveys for the benefit and guidance of the county in this undertaking. After some discussion the Commission by unanimous vote adopted the Engineer's recommendation and authorized him to make such location surveys in the event a search of the records discloses that none has been made heretofore.

Mr. Young and Mr. Morse also asked the Commission to authorize a survey of the so-called "Route F" Road extending west from Eugene toward Veneta, to enable the County to acquire the right of way for the improvement that is proposed for this section. The State Highway Engineer pointed out that the Commission's construction program contains an item of $25,000 for this road and in order to expend this money on the proper location a





survey is required. He recommended that the County's request be granted and that he be authorized to conduct such survey. The Commission approved the Engineer's recommendation unanimously.

The Commission then asked Mr. Young whether or not Lane County is in position to contribute county moneys to match the federal relief money which the Commission proposes to use to finance the "Route F" project. The Engineer explained the requirements of the Federal Government in regard to the expenditure of federal relief moneys and pointed out the need for local funds to match government moneys in order to secure maximum benefits from the federal money. He suggested that Lane County arrange to contribute $25,000 for this project. Mr. Young replied that he was not in position to commit the County Court in this regard but liked the proposition and would confer with other members in regard thereto.

L. G. Apperson, City Engineer, Portland, reappeared before the Commission in regard to placing a W.P.A. project on the Wolf Creek Highway similar to that proposed for the Wilson River Highway. He stated that a study of the survey data reveals that it would be possible to undertake such a project between Washington County line and Sunset Camp but it could not be extended west of the county line because too heavy construction is involved, and for the further reason that it is more than 40 miles from Portland which is the limit to which W.P.A. funds can be used to pay the cost of transporting men to the job. He also stated that such project would require an expenditure of approximately $150,000 local money for materials.

It was pointed out to Mr. Apperson that the Commission proposes to construct a section of Wolf Creek Highway just west of Sunset Camp, which would overlap the project he has outlined; wherefore, it might be advisable to confine his project to the section west from the town of Manning. Mr. Apperson agreed to make further studies and report later in the day. He reappeared before the Commission at 4:00 o'clock p. m. in company with all members of the Board of County Commissioners of Multnomah County, and the County Roadmaster, and reported two projects on the Wolf Creek Highway adaptable for W.P.A. construction, one of which is a 15.4 mile section extending from the town of Manning westerly to a point 4 miles west of Sunset Camp; and the other is a 3-mile section extending westerly from Portland to a connection with what is known as the Barnes Road. He said that his plans included transporting labor to and from the project daily so far as it is possible and to establish camps for the men at the westerly end of the project. Chairman Cabell pointed out that the Commission prefers construction between Sunset Camp and Elsie; however, if that cannot be arranged, then the two projects mentioned by Mr. Apperson appear to be satisfactory. He advised that the State will purchase right of way needed for these projects if they are approved by the Federal Government. Mr. Apperson inquired whether or not the State would contribute any funds toward the cost of these improvements other than for right of way. He was informed that any contribution by the State other than for right of way is problematic. However, the Commission will take the matter under advisement. After further discussion, the Commission instructed the State Highway Engineer to prepare plans from survey data on

hand for the construction of the section of the Wolf Creek Highway east from Sunset Camp for Mr. Apperson's benefit and use.

The Board of County Commissioners of Multnomah County, represented by C. A. Bigelow, Frank Shull, Edwin A. Taft, and Geo. Buck, County Roadmaster, was present and conferred with the Commission in regard to the acquisition of rights of way for primary state highways and secondary state highways, including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law, which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the Multnomah County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Multnomah County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by said State Highway Commission and the cost and expense thereof paid from state highway funds.

The Commission then discussed with the Board of County Commissioners the matter of acquisition of right of way needed in connection with the several railroad grade crossing elimination projects in the City of Portland. It was explained that the proposed crossings are not on state highway routes, hence state money cannot be expended for such rights of way, and, if these projects are undertaken, right of way must be furnished either by Multnomah County or the O. W. R. & N. Co. The Board of County Commissioners stated they would contact the railroad company in regard thereto.

County Roadmaster Buck asked the Commission for definite assurance that the said grade elimination projects will be constructed in the event right of way is acquired. He was informed by the Engineer that these projects are on the Commission's construction program and all have been approved except the crossing at Barr Road, which the Commission desires to inspect before passing final decision. He suggested that the Board of County Commissioners join the Highway Commission in an inspection of this project this afternoon. The suggestion was approved and the hour of 3 o'clock p. m. this day was set for such joint inspection.

Mr. Buck inquired whether or not it is possible for the Commission to improve Denver Avenue, Portland, to its connection with the Interstate Bridge. He was informed that this project is not eligible for either federal or state funds.

Mr. Grant F. Thuemmel, Portland, came before the Commission and offered his services as manager of the Commission's proposed tourist and information bureau. He was informed that his application would be given due consideration at the proper time.

Communications were presented from Mr. Franklin J. Miller, Albany, and Mr. H. Zimmerman, Halsey, urging the Commission to improve the Pacific Highway between Tangent and Halsey in Linn County, where, they allege, many serious accidents occur because of faulty road conditions. The Engineer advised that this section needs improvement and requested authority to conduct a survey to determine what is required and how much it will cost to do the work. The Commission granted the Engineer's request by unanimous vote.





W. H. Lynch, District Engineer, Bureau of Public Roads, discussed with the Commission some new regulations he had just received concerning the labor requirements in connection with federal relief projects. He stated that according to the new information, labor for such projects would be supplied by the reemployment agency from relief rolls but if no labor is available from such sources, then the reemploymnet agency will furnish labor from other sources and will give the state credit for the same. The Commission instructed the Engineer to revise the construction program in conformance with the new regulations as soon as he has received an official copy thereof.

A letter presented from W. H. Lynch, District Engineer, Public Roads Bureau, advised that the United States Forest Service contemplates a timber sale operation on the west side of Klamath Lake next year and desires a location survey on the Forest Highway Section to enable them to complete their plans, which include reserving a strip of timber along the route for scenic purposes, which survey they propose to finance with Forest Service funds if the State Highway will concur in recommending same. The Engineer recommended concurrence in such recommendation. The Commission approved his recommendation unanimously, subject to the condition that no state funds are involved.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in the auditorium of the Public Service Building, with all members, the State Highway Engineer, the Attorney, and the Secretary present.

The Engineer submitted for discussion the matter of permitting service stations located along state highways to service cars within the highway rights of way. He pointed out that it is now the practice of service station owners to build as near the highway right of way as is possible, which makes it necessary for automobiles to park on the right of way when obtaining service, which creates a traffic hazard and is an obstacle to the to the preservation of roadside beauty, especially at those points where the Highway Commission has expended considerable money for landscaping, where no sooner have trees and shrubs been planted than the adjacent property owners ask their removal to allow for the construction of driveways, etc. He gave as his thought that property owners should be prohibited from erecting buildings, gasoline pumps, etc., nearer than 10' from the edge of the right of way, so that people who wish to patronize these places may park their cars entirely off the right of way; also, that roadways leading in to private premises should be limited in width so as to provide only sufficient room for ingress and egress, and that shrubbery should be planted between the buildings and the highway to screen the buildings from view. He recommended the adoption of a policy along these lines for all new building construction along highway rights of way and that the

owners of existing structures be notified of such policy for their future guidance when making changes, alterations, or improvements in their property.

The Attorney advised that the Commission has legal authority to regulate building construction along state highway rights of way in the event it can be shown that such construction interferes with the use or maintenance of the highway, or with the roadside beauty. After considerable discussion of this matter, the Commission approved the Engineer's recommendation and instructed the Attorney to prepare a form of resolution in conformity therewith for consideration at the next meeting.

In connection with this matter the Engineer advised that request has been received from Mr. B. F. Kennedy, West Linn, who is constructing a store building adjacent to the East Portland-Oregon City Highway between Oregon City and Milwaukie, for permission to remove some trees that are now growing in front of his place of business, particularly three small trees which were recently planted by the State Highway Department in connection with its landscaping project, and one tall fir tree. He stated that in so far as the small trees are concerned he would recommend that Mr. Kennedy's request be denied, but there is a question whether or not Mr. Kennedy should be permitted to fell the fir tree, inasmuch as there is a difference in opinions among the engineers as to the condition of the tree from a public safety standpoint. After some discussion, the Commission decided to deny Mr. Kennedy's request to remove the small trees but deferred their decision in regard to the large fir tree pending an inspection by Mr. Langille, the Department's tree expert, to determine whether or not this tree is a menace and should be removed for the safety of the public.

The Engineer requested instructions as to whether or not he should allow highway department employees who are members of the National Guard, full pay during the time they are attending National Guard encampment, in addition to their annual two weeks vacation which they receive with pay. He gave as his thought that these men should be encouraged in their Guard work and recommended that they be allowed full pay during the time that they are away at encampment, in addition to their regular two weeks vacation with pay. The Commission approved the Engineer's recommendation unanimously, upon advice from the Attorney that there is no legal barrier to such procedure.

The Commission had under consideration a request from Mr. Gilbert E. Gable, Port Orford, for the construction and maintenance of a road extending from the Oregon Coast Highway at Port Orford to the new docks located at that place. The Commission instructed the Engineer to make a survey and prepare an estimate of cost to do the work requested by Mr. Gable and report same at the next meeting.

The Engineer reported that in conformance with previous instructions from the Commission he investigated the request of M. W. Gaither, Astoria, for permission to moor his boathouse at the John Day River crossing near Astoria, and that in his opinion it would be inadvisable to grant a permit or lease for anyone to occupy the river channel at this point because it would have a tendency to partially block the river opening above the highway drawbridge,





which would be undesirable from the standpoint of navigation and would also be granting special privileges to an individual for the use of highway right of way, which is contrary to the Commission's established policy. He recommended that Mr. Gaither's application be denied and that the Commission adopt an appropriate resolution turning over to Clatsop County full jurisdiction of the old county road at this point, which has been abandoned as a state highway by reason of reconstruction of the highway on a revised location. In view of the Engineer's report the Commission denied Mr. Gaither's request and instructed the Secretary so to inform him. The Commission also approved the Engineer's recommendation in regard to the abandonment of the old highway at this point and instructed the Attorney to prepare an appropriate resolution covering the matter, for consideration at the next meeting.

The Engineer brought up for discussion the matter of registering outgoing mail containing checks, and referred to a letter from C. A. Staver, Assistant Treasurer, O.W.R. & N. CO., who objects to such procedure as unjustified and as a waste of public funds. He advised that as a matter of protection it has been the practice of the Highway Department for years to register all mail containing checks amounting to $500.00 or more and to request a return receipt therefor, which costs about $40 per month; further, that the records show that in the course of a year the Department loses in the mail from 6 to 10 checks or warrants, some of which are for large amounts. He gave as his thought that the added protection offered by registering this mail is fully justified, and recommended the practice be continued. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration the matter of disposal of the Highway Departments duplicate copies of old vouchers which are ten years old or older. It was pointed out that the 1935 legislative assembly enacted a law which authorizes the Commission to destroy these vouchers; and the question now arises whether they should be destroyed or should be turned over to the Secretary of State for his use in view of the fact that the original vouchers were destroyed in the burning of the Capitol Building. The Commission voted unanimously to give the old vouchers to the Secretary of State for his use.

The Attorney reported receipt of an offer from Lily C. Balten, Hattiesburg, Miss., to purchase a portion of certain property which was acquired by the State in connection with a settlement for right of way for the Pacific Highway through the town of Aurora, Marion County, it being a portion of the old Presbyterian Church property located in that town. He pointed out that the area desired by Mrs. Balten lies beyond the limits of the 80' right of way and is not needed for highway purposes and gave as his thought that it would be advisable to sell the property to Mrs. Balten if she will pay at least two cents per square foot for it. He requested authority to negotiate the sale of the property to Mrs. Balten at that figure. The Commission approved the Attorney's request by unanimous vote.

The Attorney also reported that in accordance with instructions from the Commission he communicated with the State Board of Control in regard to the Maude Williamson property in Yamhill County, which was devised

to the State of Oregon for park purposes, and informed the Board that, because of the wording of the bequest, the Commission is of the belief that control of the property rests in the Board of Control rather than in the Highway Commission, hence is turning the property over to the Board to maintain. He further reported the receipt of information from the Secretary of the Board of Control that the Board does not care to assume jurisdiction over this property and prefers that the State Highway Commission take such jurisdiction subject to ratification and authorization of final transfer of title by the legislature. He advised that the Parks Engineer has examined the property and recommends it highly as an addition to the state park system, and inquired as to the wishes of the Commission in regard thereto. After some discussion the Commission voted unanimously to assume control and jurisdiction of this property as a state park and instructed the Attorney so to inform the Board of Control.

There was presented to the Commission a letter from W. E. Hansen, Secretary, Oregon Title Association, in which the Commission was requested to discontinue its present practice of having property titles examined by its own Attorney and to give this business to title companies that have built plants in various counties of the state at considerable expense and are better equipped to do this work than the Commission's attorneys and are in position to do it more accurately. The Engineer advised that when the Highway Department first started to acquire real property, the services of abstract companies and concerns offering title insurance were retained to furnish abstracts of title, but this practice was discontinued when real property purchases increased, because of the expense involved, which was continually mounting, and it was considered cheaper and better to have titles examined by the Department's own attorneys who are familiar with such details and can also look into the matter of correcting errors in titles which heretofore have only been pointed out by the abstract companies. He further advised that the present method is much more satisfactory than the former method because it is just as accurate and provides more prompt service at less expense. He recommended that the present practice be continued. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration a report from the Engineer regarding the offer of H. C. Hough, Grants Pass, to sell the State 48.4 acres of tide lands in Curry County for right of way and park purposes. He pointed out that proposed relocation of the Oregon Coast Highway between Port Orford and Euchre Creek passes through this property and that the Commission, some time ago, authorized the taking of options needed for this improvement, but the authority did not extend to the taking of options for property that might be used for park purposes. Wherefore, he requested instructions whether or not to take options for Mr. Hough's tide-land property beyond the limits of that required for right of way. The Commission confirmed its previous order authorizing the taking of options for right of way but deferred its decision in regard to the balance of the property pending final adoption of the highway relocation and determination whether or not the Hough tideland property will be a desirable adjunct to the highway development at this place.





The Commission had under consideration the matter of abandoning a portion of the West Side Pacific Highway in the vicinity of Bertha, Multnomah County, which is of no further value as a part of the state highway system because of the reconstruction of this highway on new alignment. The Engineer recommended that the old highway be abandoned and turned back to Multnomah County for maintenance. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the West Side Pacific Highway in Multnomah County; namely the section of the West Side Pacific Highway beginning at the junction of the Bertha-Beaverton Highway and the West Side Pacific Highway at Bertha and extending to a connection with the new Fourth Street route at the Multnomah-Washington County line; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there was eliminated and made unnecessary as a part of the permanent and completed highway a certain section or part thereof, which section or part is more specifically defined and described hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission its purpose and plan to abandon as a part of the West Side Pacific Highway in Multnomah County the fragment or portion of right of way of the old highway hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land comprising a portion of the old right of way of the West Side Pacific Highway in Multnomah County, which fragment of land is confined within the area hereinafter described, and which area has been eliminated from the newly located and constructed West Side Pacific Highway in Multnomah County; namely, the section of the West Side Pacific Highway beginning at the junction of the Bertha-Beaverton Highway and the West Side Pacific Highway at Bertha and extending to a connection with the new Fourth Street route at the Multnomah-Washington County line, be and said discarded right of way and fragment of land hereby is abandoned as a part of the right of way of the West Side Pacific Highway, and said abandoned right of way or area, in so far as control or supervision of the same by this Commission is concerned, is left to revert to the adjoining or abutting property owners or to the control and supervision of the County Court of Multnomah Coun-

ty for highway or other public purposes as said County Court may determine. The limits of said abandoned portion of the right of way and the area thereof are described as follows, to wit:

A parcel of land being all that portion included in a strip of land 60 feet in width, 30 feet each side of the center line of the West Side Pacific Highway as said highway has been constructed between Engineer's Station 30+00, which point is approximately at the junction of the Bertha-Beaverton Highway and the West Side Pacific Highway at Bertha, and Station 240+73.3, which point is on the Multnomah-Washington County line in Section 31, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon; said center line being more particularly described as follows:

Beginning at Engineer's center line Station 30+00; thence South 77° 11' West a distance of 900.18 feet; thence on a 286.1 foot radius curve left a distance of 185.08 feet; thence South 40° 10' West a distance of 444.96 feet; thence on a 286.5 foot radius curve right a distance of 252.22 feet; thence North 89° 23' West a distance of 859.12 feet; thence on a 348.68 foot radius curve left a distance of 553.04 feet; thence South 0° 16' East a distance of 1769.4 feet; thence on a 382 foot radius curve right a distance of 298.90 feet; thence South 44° 34' West a distance of 261.45 feet; thence on a 521.93 foot radius curve right a distance of 337.90 feet; thence South 81° 44' West a distance of 237.31 feet; thence on a 1432.47 foot radius curve left a distance of 363.75 feet; thence South 67° 11' West a distance of 329.48 feet; thence on a 1432.45 foot radius curve right a distance of 296.25 feet; thence South 79° 02' West a distance of 34.18 feet; thence on a 478.30 foot radius curve left a distance of 275.96 feet; thence South 45° 55' West a distance of 264.30 feet; thence on an 1144.67 foot radius curve left a distance of 289.00 feet; thence South 31° 28' West a distance of 269.80 feet; thence on a 573.65 foot radius curve left a distance of 284.17 feet; thence South 3° 03' West a distance of 532.26 feet; thence on a 382.00 foot radius curve right a distance of 190.66 feet; thence South 31° 39' West a distance of 239.34 feet; thence on an 819.0 foot radius curve left a distance of 531.19 feet; thence South 5° 32' East a distance of 460.60 feet; thence on a 1432.59 foot radius curve right a distance of 132.08 feet; thence South 0° 15' East a distance of 1030.80 feet; thence on a 287.90 foot radius curve right a distance of 241.60 feet; thence South 47° 45' West a distance of 31.94 feet; thence on a 573.65 foot radius curve left a distance of 230.66 feet; thence South 24° 41' West a distance of 1579.36 feet; thence on an 1145.90 foot radius curve right a distance of 227.30 feet; thence South 36° 03' West a distance of 47.34 feet; thence on an 1145.80 foot radius curve left a distance of 276.66 feet; thence South 22° 13' West a distance of 780.59 feet; thence on a 5730.50 foot radius curve right a distance of 291.66 feet; thence South 25° 08' West a distance of 1089.06 feet; thence on a 301.60 foot radius curve right a distance of 341.84 feet; thence North 89° 55' West a distance of 802.57 feet; thence on a 573.0 foot radius curve right a distance of 286.83 feet; thence North 61° 14' West a distance of 39.20 feet; thence on a 573.00 foot radius curve left a distance of 272.50 feet; thence North 88° 29' West a distance of 283.14 feet; thence on a 193.50 foot radius curve left a distance of 192.63 feet; thence South 34° 24' West a distance of 502.56 feet; thence on a 287.78 foot radius curve right a distance of 283.66 feet; thence North 89° 09' West a distance of 1648.86 feet to Station 240+73.34, which point is on the west line of Section 31, Township 1 South, Range 1 East, W.M., a distance of 1805.61 feet South 0° 27' West from the Northwest corner of said section, excepting that portion required for the relocated West Side Pacific Highway right of way.





In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, along which area appear the words "abandoned section", and which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, and W. E. Chandler, Division Engineer, and bears date of July 9, 1935.*

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Multnomah County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said West Side Pacific Highway be further employed for public or private highway purposes such use shall be entirely under the

* Map filed in Abandonment & Retention Resolution File - No. 30.

control and supervision of the County Court of Multnomah County and beyond any responsibility or supervision by the State Highway Commission.

The Commission also had under consideration the abandonment of a portion of the Dallas-Coast Secondary Highway between Buell and the old Wallace Bridge, in Polk County, which has been rendered valueless as a state highway by reason of new construction. The Engineer recommended that the old road be abandoned and turned back to Polk County for maintenance. The Commission approved his recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate portions of the Dallas-Coast Secondary Highway No. 192 between Buell and the old Wallace Bridge in Polk County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there were eliminated and made unnecessary as parts of the completed highway certain sections or parts thereof, which sections or parts are more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as parts of the state highway system the fragments or portions of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating as follows:

1. That the fragments of land confined within the areas hereinafter designated, which fragments of land were formerly within the limits of the right of way of the Dallas-Coast Secondary Highway in Polk County, but are now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragments of land are abandoned as parts of the right of way of said highway, and such fragments of right of way are, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting properties or to the control and supervision of the County Court of Polk County, for highway or other public purposes. The fragments of parcels of land affected by this resolution are defined and described as follows, to wit:





| Station to Station | | North or South Side of Highway | Width |
|---|---|---|---|
| 111+50 of McMinnville-Tillamook Highway (Wallace Bridge) | 66+00 | South | 60 feet |
| 67+00 | 75+00 | North | 60 feet |
| 88+00 | 106+00 | North | 60 feet |
| 132+00 | 169+00 | South | 60 feet |

In addition to the above descriptions, designations and definitions of said fragments of land and for a more particular description and location there is made a part hereof a map or blueprint, marked "Exhibit 'A'", which bears for purpose of identification the signatures of R. H. Baldock, State Highway Engineer, and W. E. Chandler, Division Engineer, and bears date of August 10, 1935, upon which maps are reflected the above described parcels of land by showing the same colored in red and having thereon parcel designations by station numbers given above, which map or exhibit by reference thereto is hereby made a part of this resolution. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Polk County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Dallas-Coast Secondary Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Polk County and beyond any responsibility or supervision by the State Highway Commission.

The Secretary presented a petition from the Eugene City Planning Commission in regard to the elimination of certain railroad grade crossings in the City of Eugene, which petition was referred to the Engineer

* Map filed in Right of Way Abandonment and Retention Resolution file.- No. 31

to study and render a report thereon at the next meeting of the Commission.

A letter was presented from North Bank Highway Stage Company urging the improvement of the Pacific Highway in Multnomah County from the intersection of Union and Denver Avenues to the south end of the Interstate Bridge where, they allege, many accidents occur on account of the slippery condition of the pavement during wet weather. The Commission took no action on this request.

A letter was presented from P. M. Morse, County Engineer of Lane County, in which the Commission was requested to include in its grade crossing elimination program the construction of an overhead crossing of the Southern Pacific tracks at Oakridge. The Commission declined the request because there are no funds available for such work, and ordered that Mr. Morse be so advised.

A resolution from Poe Valley Grange No. 710 of Klamath County, requesting the construction of a road extending in a northeasterly direction from a point on the Klamath Falls-Weed Highway near Klamath River Bridge to a connection with Midland Market Road, and also requesting a suitable wye connection near the bridge site, had the attention of the Commission. The Commission denied the request, but asserted its willingness to construct this project if Klamath County will put up the money to pay for the work. The Secretary was instructed to advise the Grange to that effect.

The Commission discussed a letter from M. & V. Brown, Lebanon, urging the improvement of a market road in Linn County, which extends from Lebanon to Corvallis, via Tangent. The Commission ordered that Messrs. Brown be advised to present their project to the Linn County Court, inasmuch as this road is not a state highway and the Commission does not have jurisdiction.

The Commission also had under consideration a petition signed by 58 residents of the town of Scio in Linn County, requesting that the practice of brooming the highways in their vicinity during the summer months be discontinued because of the dust nuisance resulting therefrom. The Engineer advised that brooming operations are absolutely required in order to maintain the roadway properly. He recommended that the petition be denied. The Commission approved the Engineer's recommendation.

A letter was presented from Mrs. Agnes E. Hines, Forest Grove, requesting definite information from the Commission in regard to her offer to publicize and advertise Oregon by means of her colored motion pictures of Oregon scenes. The Secretary was instructed by the Commission to inform Mrs. Hines, while the Commission has not yet decided how it will handle publicity matters, it has definitely determined not to use motion pictures in connection therewith at the present time.

The Commission had under consideration a communicatibn from The Dalles Chamber of Commerce in regard to trucking logs over the Columbia River Highway between Mosier and The Dalles; also a letter from the Public





Utilities Commissioner requesting a recommendation for his guidance in disposing of application for such privilege. The Commission decided, in view of the heavy traffic that this highway carries, the narrowness of the pavement, and the many existing curves in the highway alignment, that continuous truck hauling of logs should not be permitted over this section because of the resulting hazard to other traffic. The Secretary was instructed to recommend to the Public Utilities Commissioner the rejection of all applications for such hauling on this highway.

A communication was presented from the Stoddard Lumber Company, Baker, inquiring whether or not the Commission will permit the trucking of logs over state highways from Sumpter to Baker. It appears that this company is about to start large logging operations in this vicinity and they have in mind to truck their logs over the highways into Baker rather than to ship them by rail; but before making definite plans, which involve the expenditure of a large sum of money, they desire to know whether or not the Highway Commission will permit the use of the highway for such purpose. The Commission deferred a decision in regard to this matter, pending further information from the Stoddard Lumber Company, and instructed the Secretary to ask Mr. Stoddard to appear before the Commission in Baker on Wednesday of the following week when the Commission plans to be in that city.

The Commission ordered filed in the department records a letter from William H. McNeal, The Dalles, transmitting a statement showing the miles of improved and unimproved dirt roads in each county in Oregon.

The Commission had under consideration a communication from Mr. E. J. Griffith, State Administrator, Works Progress Administration, regarding the appointment of a wood block artist to make sketches of CCC camp activities and highway department operations on the coast highway bridges, with the idea of developing these later in the form of wood blocks. The Engineer was instructed to advise Mr. Griffith that the Commission is not interested in this matter.

A letter was presented from the Building Trades Council, Portland, requesting the Highway Commission to specify Oregon labor and Oregon materials in connection with the construction of some new snow-plows which the Commission has ordered. The Engineer advised that all new equipment is purchased through the State Board of Control and that it has been the practice of the State Highway Department for a long time to recommend to the Board of Control the acceptance of the low bid submitted. He recommended the continuance of this practice. The Commission approved his recommendation.

The Engineer requested authority to purchase certain parcels of real property needed for various highway improvements throughout the state. He submitted a list of such properties, which was carefully considered by the Commission.

The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Eagle Creek Section-Columbia River Highway | | | | |
| Contracting & Sales Co. | R/W | | $400.00 for building on the E. G. Gudhart property | Bentley |
| Chimney Creek-Juntura Section-Central Oregon Highway | | | | |
| Jones, Forrest, Est. | R/W | 5986 Sq.Ft. | $100.00 Lump Sum | Benson |
| Pacific Livestock Co. | " | 12.04 Acres | Gratis | " |
| Juntura Investment Co. | " | 5.10 | Land Gratis $680.00 for fencing | " |
| Redmond-Bend Section-The Dalles-California Hwy. | | | | |
| Deschutes County | R/W | 57000 Sq.Ft. (19 Lots) | Gratis | McCallister |
| Ecola State Park | | | | |
| Anderson, Tecla | R/W | 2700 Sq.Ft. | $25.00 Lump Sum | Bentley |
| Woodburn-Hubbard Section-Pacific Highway. | | | | |
| State of Oregon | R/W | 0.516 | at $200.00 per Acre | Schannep |





| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Highway Shops-General | | | | |
| State of Oregon | Shops | 11.98 | at $212.00 per acre | Schannep |
| Boyer-Rose Lodge-Salmon River Hwy. | | | | |
| Shroeder Timber Products Co. | R/W and Park | 40 | at $40.00 per acre | Gardiner |
| Junction City-Eugene-Pacific Hwy. | | | | |
| Loan & Trust Savings Bank | R/W | 5.36 | at $50.00 per acre | Parker |
| Fachman, Chester A. | " | 0.16 | Land, $75.00 plus $25.00 | " |
| Swick, Ida May | " | 3.38 | at $150.00 per Ac. plus $94.00 plus moving | " |
| Chrisman, Chester R. | " | 6.12 | at $100.00 per Ac. plus $115.00 | " |
| Chrisman, Chester R. | Gravel Pit | 5.918 | Land $800.00 plus $200.00 | " |
| Ross, Elmer | " " | 1.623 | at $250.00 per Ac. | " |
| Anderson, Niels M. | R/W | 0.68 | Land $480.00 plus $1220.00 | " |
| Prineville-Ochoco-Ochoco Highway | | | | |
| Smith, Francis V.(correction) | R/W | 2.88 | at $100.00 per Ac. plus $694.90 | McCallister |
| Elliott, Ada | " | 0.49 | at $100.00 per Ac. plus $327.00 | " |
| Burnet, Ruth (correction) | " | 4176 Sq.Ft. | at 2½ ¢ per Sq.Ft. plus $525.72 | " |
| Crosswhite, Estella M. | " | 0.60 | at $150.00 per Ac. plus $410.00 | " |
| Hermiston-Umatilla-Old Oregon Trail Hwy. | | | | |
| Dobler, Sue D. | R/W | 0.37 | at $50.00 per Ac. plus $128.50 plus moving | Benson |
| Pittsburg-Nehalem Secondary Hwy. | | | | |
| Clark-Wilson Lumber Co. | Stock Pile | 0.58 | $50.00 Lump Sum | Gardiner |
| Silver Lake-Fremont Highway | | | | |
| Rollins, Bernice L. | Gravel Pit | 10.44 | $250.00 Lump Sum | McCallister |
| Coquille-Roseburg-Coos Bay Hwy. | | | | |
| Thompson, D. F. | Scale Site | 0.33 | $25.00 Lump Sum | Bentley |

| Section, Hwy., and Owner | Purpose | Acres | Approximate Amounts | Agent |
|---|---|---|---|---|
| Bandon-Oregon Coast Highway | | | | |
| Cox, Geo. W. | Stock Pile | 0.865 | at $100.00 per acre | Bentley |
| Junction City-Eugene-Pacific Highway | | | | |
| Hinshaw, E. M. | R/W | 0.181 | at $150.00 per acre | Parker |

The Attorney reported that in connection with the acquisition of timber strips along the Salmon River Highway, he received proposals from different concerns, two of which have decided among themselves to make no reduction in the price previously offered for the timber, viz., $3.50 per thousand; while the third concern has agreed to take a lesser amount. He inquired whether or not, in view of the circumstances, it is the desire of the Commission to acquire this property. It was the opinion of the Commission that the price demanded for this timber is exorbitant and that there is no chance of obtaining any reduction; wherefore, after some discussion, the Attorney was instructed to discontinue negotiations for the purchase of the same.

The Commission had under consideration the following requests for extension of time in which to complete highway construction projects:

R. F. Nichol - Contract No. 1704 - construction of a bridge over the Grande Ronde River on the Wallowa Lake Highway near Elgin, Union County - requested an extension of time of 60 days, from July 31 to September 30, 1935, in which to complete this project, and gave the following reasons for his delay in completing the project within the specified time limit: difficult excavation, unsatisfactory labor, high water, and additional work in connection with the foundations. The Engineer advised that there is some justification in Mr. Nichol's request but not enough to relieve him entirely of all penalty. He recommended that the extension requested by Mr. Nichol be granted and that he be relieved from payment of the per diem penalty, but that he be charged for all extra engineering expense incurred subsequent to July 31, the specified date for completion of the project. The Commission approved the Engineer's recommendation unanimously.

Babler Bros. - Contract No. 1738 - construction of a road-mix surface treatment on Jericho Lane Section of Hood River Secondary Highway in Hood River County - requested an extension of time of 30 days, from July 31 to August 31, 1935, in which to complete this project, giving as their reason for the delay that they were unable to commence construction operations as soon as they expected because of adverse weather conditions. The Engineer advised that Babler Bros. wanted to construct this project in June but were delayed by adverse weather conditions until July 27; notwithstanding which they should complete it by the 17th of August. He further advised that the traveling public has not been inconvenienced by the delay, neither has the State incurred any great amount of extra engineering expense. He recommended that an extension of time to August 17 be granted without penalty. The Commission approved the Engineer's recommendation.





Charles H. Leonard - Contract No. 1715 - grading Necarney Creek Section, Oregon Coast Highway, Tillamook County - requested an additional extension of time of ten days, from August 15 to August 25, 1935, in which to complete this project. The Engineer advised that unforeseen weather conditions delayed the completion of the job within the specified limit of time; also that the public has not been inconvenienced by the delay and that the state has incurred only a very small amount of extra engineering expense. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation.

R. I. Stuart & Sons - Contract No. 1726 - paving Golden Avenue-Johnson Avenue Unit, Marshfield Section, Oregon Coast Highway, Coos County - requested an extension of time of 20 days, from August 15 to September 5, 1935, in which to complete this project, giving as their reason for the delay that they experienced difficulty in securing a plant to do the asphalt paving work. The Engineer advised that the contractor arranged for the use of the paving plant for this job, but, due to the fact that this plant was being used on other work, they were unable to get it as soon as planned and they were also unable to secure another plant. He further advised that the traveling public has not been seriously inconvenienced by the delay, nor has the engineering cost in connection with the project been materially increased. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance:

Contract No. 1661, with Parker-Schram Company, for grading and paving Swift Section of Swift Secondary Highway, in Multnomah County;

Contract No. 1672, with O. N. Pierce and M. L. O'Neil & Son, for grading Blue Mountain Pass Section of I. O. N. Highway, in Malheur County;

Contract No. 1678, with Theo. Arenz, for surfacing and oiling McNary-Oak Point Section of Independence Secondary Highway, in Polk County;

Contract No. 1686, with Kern & Kibbe, for paving Clinton Street-Foster Road Section of East 82nd Avenue, Portland;

Contract No. 1701, with Joplin & Eldon, for construction of a bridge over Columbia Slough on Vancouver Avenue, Portland;

Contract No. 1712, with Edlefsen-Weygandt Company, for paving Florence Avenue-Erie Avenue Unit of Oregon Coast Highway, in the City of Astoria;

Contract No. 1715, with Charles H. Leonard, for grading Necarney Creek Section of Oregon Coast Highway, in Tillamook County;

Contract No. 1719, with Edlefsen-Weygandt Company, for grading and paving Newberg-Chehalem Creek Section of West Side Pacific Highway, in Yamhill County;

Contract No. 1721, with J. C. Compton, for resurfacing and bituminous macadam on the Salem-Pringle Creek Section of Morningside Secondary Highway, in Marion County;

Contract No. 1729, with Morrison-Knudsen Company, for grading Malloy Ranch-Idaho State Line Section of the I.O.N. Highway, in Malheur County;

Contract No. 1732, with Parker-Schram Company, for paving Ash Street-Jefferson Street Unit of Fourth Avenue on the Pacific Highway in Portland;

Contract No. 1734, with A. S. Wallace, for furnishing crushed rock on the Siskiyou Summit-State Line Section of the Pacific Highway, in Jackson County.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 1661, with Parker-Schram Company, for grading and paving Swift Section of Swift Secondary Highway, in Multnomah County, - completed June 15, 1935;

Contract No. 1672, with O. N. Pierce and M. L. O'Neil & Son, for grading Blue Mountain Pass Section of I.O.N. High way, in Malheur County, - completed August 26, 1935;

Contract No. 1678, with Theo. Arenz, for surfacing and oiling McNary-Oak Point Section of Independence Secondary Highway, in Polk County, completed August 19, 1935;

Contract No. 1686, with Kern & Kibbe, for paving Clinton Street-Foster Road Section of East 82d Avenue, Portland, completed August 17, 1935;





Contract No. 1701, with Joplin & Eldon, for construction of a bridge over Columbia Slough on Vancouver Avenue, Portland,-completed August 31, 1935;

Contract No. 1712, with Edlefsen-Weygandt Company, for paving Florence Avenue-Erie Avenue Unit of Oregon Coast Highway, in the City of Astoria,-completed August 13, 1935;

Contract No. 1715, with Charles H. Leonard, for grading Necarney Creek Section of Oregon Coast Highway, in Tillamook County, completed August 21, 1935;

Contract No. 1719, with Edlefsen-Weygandt Company, for grading and paving Newberg-Chehalem Creek Section of West Side Pacific Highway, in Yamhill County,- completed August 30, 1935;

Contract No. 1721, with J. C. Compton, for resurfacing and bituminous macadam on Salem-Pringle Creek Section of Morningside Secondary Highway, in Marion County,-completed August 27, 1935;

Contract No. 1729, with Morrison-Knudsen Company, for grading Malloy Ranch-Idaho State Line Section of I.O.N. Highway, in Malheur County,-completed August 23, 1935;

Contract No. 1732, with Parker-Schram Company, for paving Ash Street-Jefferson Street Unit of Fourth Avenue on the Pacific Highway, in Portland,-completed August 11, 1935.

Contract No. 1734, with A. S. Wallace, for furnishing crushed rock on the Siskiyou Summit-State Line Section of the Pacific Highway, in Jackson County,-completed August 31, 1935:

NOW, THEREFORE, BE IT RESOLVED, that the work covered by said State Highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment is hereby authorized.

The Commission conferred with the County Court of Lincoln County represented by County Commissioners Jay W. Dunn and E. G. Calkins, in regard to the acquisition of rights of way for primary state highways and secondary state highways including rights of way for those portions of state highways within the corporate limits of incorporated cities or towns, under the provisions of Chapter 193, Oregon Laws 1935. Chairman Cabell explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard there-

to. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects, or properties, all rights of way in Lincoln County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the cost and expense thereof paid from the state highway fund.

The County Court presented to the Commission numerous petitions signed by Siletz Valley Grange No. 558 and by many Lincoln County residents and tax payers, pointing out that the Siletz Secondary Highway is badly in need of repair, is very poorly laid out and located, contains many sharp curves and steep grades, and requesting that, before any more money is spent for the improvement of this road, it be relocated up the west fork of Olalla Creek, beginning at a point on the Corvallis-Newport Highway about one mile east of Toledo, and extending northerly up said creek to a connection with the present road. The Commission ordered the petition filed for future consideration.

The County Court asked the Commission to consider in its allocation of funds an allotment for the improvement of the Eddyville-Blodgett Secondary State Highway between Nashville and junction with the county road which extends down the Siletz River from Nortons to the town of Siletz. They were advised that the Commission would take this project under advisement.

County Commissioner Dunn urged the Commission to budget funds for the purchase of timber strips along state highway routes, particularly mentioning the preservation of the timber along the Salmon River Highway. He was advised by Chairman Cabell that the owners of timber along the Salmon River Highway are demanding $3.50 per thousand for this timber, which the Commission considers exorbitant, and accordingly has deferred further negotiations for the same. Mr. Dunn agreed that $3.50 per thousand is too much to pay for this timber. He advised that the Pacific Spruce Corporation and others operating in Lincoln County are selling their timber for $1.00 per thousand.

Mr. Dunn then brought up the matter of acquisition of a park site along the Siletz Secondary Highway between Euchre Creek and Maury's Landing.

He said that there is a possibility of the state being able to obtain free of cost for park purposes the land lying between the highway and the Siletz River at this point, which has a five-mile frontage on the river, provided the State would buy a 13-acre tract from a man by the name of Hall, who is now using his land as a picnic ground, and will name the park "Dean Johnson Park" in honor of the donors. He added that the property in question is very desirable for park purposes and urged the Commission to investigate the proposition. Chairman Cabell explained that the Commission has already ordered an investigation of desirable park and timber areas, with the thought in mind of acquiring some of the most desirable ones in the event they can be purchased for a reasonable sum, and that instructions will be given that the park proposed by Mr. Dunn be included in such investigation. The Attorney was instructed by the Commission to ascertain how much Mr. Hall wants for his property and to transmit this information to the





Parks Engineer, who is to contact the county court relative to the acquisition of the entire acreage.

Messrs. Raymond Wilcox, President, J. A. Laing, Secretary-Treasurer, and Don Sterling, Director of "On To Oregon", Inc., came before the Commission and discussed matters pertaining to the Commission's proposed plan for advertising and publicizing the State of Oregon, as authorized by the 1935 legislature. They advised that "On To Oregon", Inc., is a voluntary organization composed of business men of Portland; that it is financed by private subscription and that it has for its object the advertising of Oregon as a state-wide proposition. They gave as their thought that the facilities of their organization could be used to good advantage by the State in its advertising activities, at least in an advisory capacity, in view of which the State might consider an appropriation of state money to be used in conjunction with their money, which would give the State the advantage of their money, experience, and efforts, and would extend the benefits which would be derived from the state money alone, and might eliminate the necessity for organizing a separate state department to manage publicity matters. They offered the services and facilities of their organization to that end and asked the Commission to give the matter serious consideration.

It was the thought of the Commission that united effort of all organizations interested in publicizing Oregon would be much more productive than the single efforts of any one organization; but the question arose whether or not the general public could be made to recognize any private organization. The question also arose as to how the State could cooperate in the payment of expenses incurred by private organizations, in view of the fact that the Highway Commission is required by law to account for every cent of public money that it disburses. After considerable discussion Mr. Laing suggested that the Commission consider their offer and arrange a conference in the near future with "On To Oregon", Inc., Oregon State Motor Association, Portland Chamber of Commerce, and other associations of like nature, to discuss the matter further and to work out, if possible, a plan for concerted action, Mr. Laing's suggestion was approved by all present and it was decided to hold such conference in Portland on October 3d. Chairman Henry F. Cabell, R. H. Baldock, State Highway Engineer, and J. M. Devers, Attorney, were authorized to represent the Commission at such conference.

The Engineer discussed with the Commission the advisability of adopting standards for fence construction along state highway rights of way. It was his thought that the highway roadsides would look much better if the fences were constructed of uniform design to fit the particular needs of the different localities. After some discussion the Commission concurred and instructed the Engineer to prepare fence designs of different types for the Commission's consideration.

The Engineer presented a communication from Northwest Roads Company, contractor for the construction of the Coos Bay Bridge, Contract No. 1625, requesting acceptance of Unit A of their contract. The Engineer stated that the contract for this unit of the Coos Bay struc-

ture provides as follows:

"The state agrees to accept from the contractor each pier as it is completed in accordance with the plans and specifications, and by such acceptance to relieve the contractor from any responsibility for the pier thereafter except as to latent defects in material and/or workmanship which are discovered subsequent to the acceptance."

He further stated that all of the piers included in this unit are complete and acceptable with the exception of a few minor items of work which can not be done at this time; also, that these minor items are all either extra work or are items of work which are being held up at the request of the state. He further stated that in view of the fact that Unit A of this contract was combined with Units C and D, it would be necessary to hold up the retained percentage on Unit A until the completion of the entire contract, notwithstanding the acceptance of Unit A as provided in the specifications hereinabove quoted.

In view of the specifications requirements and the recommendation of the Engineer, the Commission agreed to accept said Unit A from the contractor (The Northwest Roads Company) and to relieve the said contractor from any further responsibility except as above noted in the specifications, said acceptance to be made at this time subject to the following stipulations and conditions and not otherwise:

1. That the work trestle between piers 8 and 9 and between piers 10 and 11, which work trestle was used by the contractor for said Unit A in the construction of said piers, be left in place for use in connection with the erection of the structural steel and for a material platform until completion of the job, at which time said work trestle shall be removed to the satisfaction of the Engineer.

2. That the power lines and all other appurtenances to said power lines, which are used at this time for the purpose of providing temporary dolphin lights, be left in place by said contractor until the permanent lighting system is installed.

3. That this acceptance is only for the purpose of relieving said contractor from further responsibility in connection with the maintenance of said piers and pier protection system and does not carry with it any obligation to pay the retained percentage on said Unit A at this time which said retained percentage shall be held until the completion of the entire contract in accordance with the terms of the specifications and contract agreement.

4. That all minor unfinished items held up at this time at the request of the state be completed to the satisfaction of the Engineer before said retained percentage is paid.

SEP 6 1935



The Attorney reported that difficulties have been encountered in securing options for rights of way for the proposed Junction City-Eugene Secondary Highway project. He advised that, according to the plans for this improvement, it will be necessary to remove from the new right of way a number of buildings and that in conformance with the usual practice he attempted to secure quotations from a number of house movers to do this work, but encountered opposition from Geo. Lammers, a house mover of Eugene, who has not only refused to quote prices but has made special arrangements with the owners of the houses to move the houses at a lower figure than the lowest figure quoted to the Commission by the other movers. He gave as his thought that such competition is unethical and unfair and that the owners of the houses should be requested to have no dealings whatsoever with Mr. Lammers and should not recognize him in any way in connection with this matter. He also suggested that on account of the circumstances the Commission hereafter advertise its house moving projects for competitive bids in the same manner as bids are called for in construction work and that settlement with the owner be based on the low bid received as the result of such competitive bidding. After some discussion of this matter, the Commission approved the Attorney's suggestion and ordered that hereafter house moving projects be advertised for bids in accordance with the usual practice of advertising for bids for road and bridge construction projects.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:45 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Pendleton, Oregon, September 9, 1935

The State Highway Commission met in special session at 4:00 o'clock p.m., in the city council chambers in accordance with notice previously given to the City on August 6, 1935, to hear objections and remonstrances against its plans for rerouting the eastern entrance of the Old Oregon Trail into Pendleton, as required by the provisions of Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
H. G. Smith, Construction Engineer
J. M. Devers, Attorney
H. G. Glaisyer, Secretary

SEP 9 1935

Commissioner Carl G. Washburne and R. H. Baldock, State Highway Engineer, were unable to be present because of previous engagements. There were also present at this meeting about 50 local citizens.

Chairman Cabell called the meeting to order and briefly explained its purpose and the law which requires the Commission to hold a public hearing in any incorporated city or town before it changes or alters an existing state highway route into or through such city or town. He called upon Construction Engineer Smith who explained the engineering features involved in the proposed improvement, which contemplates the construction of a structure to separate the present grade crossings on the O. W. R. & N. and Northern Pacific railroads at this location and the realignment of the Old Oregon Trail and the Oregon-Washington Highway at the approaches to such structure. Mr. Smith also exhibited maps showing the plans of the proposed improvement and explained that the plans necessitated the removal of the railroad tracks from Webb Street.

Chairman Cabell then invited all present to express themselves in regard to this improvement.

Mr. J. R. Raley, Attorney, stated that he represented the Pendleton Park Board and property owners along Webb Street who are all very anxious for the project to be constructed because it will eliminate the present railroad crossing hazards and will take the Northern Pacific railroad off Webb Street which is one of their main business streets.

Mr. Wm. M. Peterson, Attorney, advised that he has lived in Pendleton for 30 years and as far back as he can remember, people of Pendleton have been interested in the removal of the railroad tracks from Webb Street. He declared that the present railroad is a hazard to school children, most of whom live on the opposite side of the railroad from the high school and are required to cross the railroad several times each day. He gave as his thought that possibly there would be some decreases in property values at the east end of Webb Street if the railroad is removed; nevertheless from information that he has gathered, the majority of people owning property on Webb Street prefer the removal of the railroad tracks therefrom. He advised that his principal interest in the highway project was to secure the removal of the railroad tracks from Webb Street.

Dr. I. U. Temple stated he was a resident of Pendleton when the Northern Pacific constructed its tracks on Webb Street and he remembers very distinctly that the railroad was built in that location notwithstanding strenuous objections on the part of the people of Pendleton. He pointed out that Webb Street is the longest street in their city but at present it is not desirable for business purposes as others because of the railroad which is not only a detriment to business but also interferes with street improvements. He declared that the removal of the railroad tracks will greatly increase the value of property along Webb Street and the rental value of property south of the railroad tracks. He gave his unqualified approval of the plans of the Highway Commission for the entire improvement notwithstanding the fact that some people would be injured thereby.





Mr. C. C. Clarkson, Chairman, Highway Committee, Pendleton Chamber of Commerce, advised that the Highway Committee has gone on record unanimously in favor of the Highway Commission's plans for the proposed improvement, especially so because it requires the removal of the railroad tracks from Webb Street.

Mr. C. L. Liewellyn, owner of the City Auto Camp, declared that his business would be ruined by the proposed highway improvement and suggested that the highway be reconstructed on a location by Byers millrace, thence under the railroad and on to the present highway. He gave as his thought that the paramount desire of the people of Pendleton is to secure the removal of the railroad tracks from Webb Street and he predicted that no objections would be offered if the Commission reconstructed the highway on the route he suggested.

Construction Engineer Smith advised that the route suggested by Mr. Liewellyn was investigated and found too circuitous for modern highway standards, hence was eliminated from consideration as undesirable. Chairman Cabell remarked that the Commission regrets that some people must suffer by reason of highway improvements; however, such improvements must continue in order to meet present day traffic needs and it has been deemed proper to construct the improvements on permanent basis.

Mr. Geo. Lewis, City Attorney, advised that he is not a property owner on Webb Street but is interested in the proposition from the standpoint of removal of the railroad tracks from that street; also, that until this morning he had heard only one man express himself in favor of the Highway Commission's project although every man he has talked to is in favor of removing the Northern Pacific railroad tracks from Webb Street.

Mrs. - - Bucher stated that she owns property near the site of the proposed grade crossing structure which will lose its value and the business conducted thereon will be ruined if the Commission constructs the project as proposed.

Dr. J. A. Best inquired if the State Highway Commission, or any other authority, has a right to compel the Northern Pacific Company to remove its tracks from Webb Street. He was informed by the Commission's Attorney that the State Highway Commission does not have such authority, but the Commission is working with the railroad companies with the idea of eliminating the present grade crossings which will automatically take the Northern Pacific Company's tracks from Webb Street. He also inquired if the Commission proposes to close Court Street in front of their hospital, and was informed that this street would be left open for public use. Dr. Best then inquired as to whether or not the State Highway Commission would pay the property owners for the losses that they incur by reason of the proposed improvement, and advised that he would give his approval of the project if the property owners are paid a sufficient amount to enable them to move to new locations. He called attention to the intersection of the present highway at Franklin Street where, he said, something should be done to reduce the number of serious accidents that occur at that point and suggested that an undercrossing rather than an overcrossing would be

the proper solution. He declared that 90% of the people of Pendleton are in favor of an undercrossing.

Commissioner Aldrich advised that consideration has been given to both types of improvement but there appeared to be more opposition to the undercrossing than the other, so the Commission decided in favor of the overcrossing. Construction Engineer Smith advised that an undercrossing would damage property along the proposed route more than an overcrossing; furthermore, it would be very difficult to construct an undercrossing because of the railroad branch lines.

Mr. M. D. Fell, representing the Pendleton Woolen Mills, advised that they are opposed to routing the highway in front of their mill or crossing on Court Street, and that nearly everyone he has talked to is opposed to both underpass and overcrossing, although all seem to be in favor of the removal of the railroad tracks from Webb Street.

Senator L. L. Mann, representing the Methodist Church, spoke for the elimination of the railroad tracks from Webb Street in the interests of the people who attend church and Sunday school.

Mrs. - - Clark stated that she owns property at the location of the proposed grade separation structure which will be ruined in the event the Commission proceeds with its proposed improvement as planned. Mrs. - - Mason also stated that her property would be ruined by this improvement.

Honorable C. A. Moll, Mayor of Pendleton, stated that everybody seems to be of the opinion that the present highway entrance into Pendleton is satisfactory but their greatest concern is the removal of the Northern Pacific Company tracks from Webb Street. He gave as his thought that, if it is absolutely necessary to eliminate the present railroad grade crossing, it should be accomplished by depressing the highway under the railroad rather than over it. He said that an overcrossing would lessen property values in that vicinity and as a result the city of Pendleton would lose considerable revenue from taxes on such property; also, that the overhead crossing would be objectionable from other standpoints such as noises from freight trucks as they ascend the grade of the approaches and the ice hazard on the approaches during the winter season. He asked the Commission to confine its efforts to the removal of the railroad tracks from Webb Street which he declared would please everybody in Pendleton. Mayor Moll presented a petition signed by 92 citizens and taxpayers of Pendleton, protesting the proposed change in the highway routing and the construction of the proposed overhead crossing of the railroad.

Mr. W. C. Werst, candy manufacturer, stated the proposed highway improvement will affect his property about as much as any other property in Pendleton. He pointed out that the new alignment passes directly through his house and that "trucks will go in by his kitchen window and go out through the bedroom". He unqualifiedly approved the Commission's plans for this improvement.

The Commission's Attorney advised it is the practice of the State





Highway Commission to pay a reasonable amount for land taken for right of way purposes and an additional amount as damages, but the Commission will not pay an exorbitant amount for either, and if a satisfactory settlement cannot be reached then the land needed is acquired by condemnation. He further advised that the Commission cannot pay for land that it does not take, notwithstanding that it may be damaged somewhat by the highway improvement.

There being no other persons present desiring to be heard on this subject, Chairman Cabell concluded the hearing by stating that the Highway Commission does not want to undertake any improvements in Pendleton that will be more damaging than beneficial to the city; also, that the Commission will consider carefully, in arriving at a decision in regard to this matter, all the arguments presented at this meeting, and will announce such decision at a later date.

The meeting was adjourned at 5:10 o'clock p.m. (*)

Enterprise, Oregon, September 10, 1935

The State Highway Commission met in special session in the Circuit Court room of Wallowa County Courthouse at 2:00 o'clock p.m., in accordance with notice previously given to the city of Enterprise on August 6, 1935, for the purpose of hearing objections or remonstrances against its plans for rerouting the Wallowa Lake Highway through the city of Enterprise, as required by the provisions of Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Carl G. Washburne was unable to be present. There were also present at this meeting about 50 local citizens.

Chairman Cabell called the meeting to order and briefly explained its purpose and the law which requires the Commission to conduct a public hearing in any incorporated city or town before it alters or changes an existing state highway route into or through such city or town. The State Highway Engineer explained the engineering features involved in rerouting the Wallowa Lake Highway through Enterprise, which rerouting is described as follows:

Beginning at a point on the present highway route at the intersection of North Street and West Second Street in the town of Enterprise; thence east on North Street a distance of two blocks to River Street; thence south on River Street to a point a short distance south of Residence Street; thence on a curve

(*) Approval on Page No. 5883 applies also to this meeting.

to the left and on a tangent which bears approximately south 86° 3½' east, to a connection with the present highway at the south end of Prairie Creek Street.

He exhibited maps on which the proposed changes were shown in colors.

Chairman Cabell then invited all present to express themselves in regard to the proposed changes.

Mr. J. V. Kooch objected to the proposed changes because it will cut in two 5 acres of land that he owns on the south side of Residence Street. He gave as his thought the change will not reduce the present hazard at Rocky Point at the south end of Prairie Creek Street, but, on the other hand, will increase this hazard because it will convert the present curve into a three-way intersection with cross traffic unless Prairie Creek Street is closed at its lower end. He also stated that the people whose property is affected by the proposed change, are opposed to the change and prefer that the highway be left in its present location.

Chairman Cabell advised that it is the desire of the State Highway Commission to improve the alignment of its highway within and without the corporate limits of cities and towns so far as it is possible, and in accordance therewith is considering certain improvements in Enterprise which will eliminate a number of right angle turns.

The Engineer advised that the Commission plans to improve the Wallowa Lake Highway between Enterprise and Joseph and that the improvement proposed in Enterprise is an essential part of this project.

Mr. S. D. Cox objected to the proposed change because it would take the best part of his property which is located just east of Mr. Kooch's south of Residence Street. He urged the Commission to keep off his property if possible but if it is absolutely necessary for the highway to be routed over his land then he wants pay for the land before it is taken from him. He called attention to the dangers of high water in Prairie Creek and suggested, if the improvement is undertaken, that the channel of this creek be improved so as to eliminate any possibility of damage to the highway from that cause.

Mr. Warren Boner, a property owner on the proposed relocation, inquired why the highway could not be routed along Residence Street or on Alamo Street instead of through the center of the block where traffic would have to pass through the back yards of the people who reside along those streets. The Engineer advised that both of these streets have been investigated and found unsuitable because of excessive curvature that would be introduced in the highway alignment, which is the thing the Commission is endeavoring to eliminate.

Mr. H. W. Oliver suggested that the highway be routed along Residence Street from River Street to Mr. Kooch's property, thence to Rocky Point at the south end of Prairie Creek Street. The Engineer advised that the route suggested by Mr. Oliver involves excessive curvature at River Street and the





moving of two houses at that point which could be avoided by the adoption of the proposed route; also, that the Residence Street route would be just as costly to construct as the other route and would require a greater expenditure for damages.

Mr. Sam Moore stated that he owns property at the southeast corner of Residence and River Streets, a considerable portion of which, including two houses, would be taken by the new highway. He said that he hated to see the highway routed through his property because he purchased it for his home and did not want it spoiled for such purpose.

Mr. G. W. Franklin, business man, made the following suggestion: Improve the present route by flattening and widening the curve at Rocky Point and eliminating the jog at First South Street; reroute the present highway north along East Fifth Street from Grant Street to Main Street extended easterly; thence west, following along Main Street to a connection with the present highway at the west end of Main Street extended. He pointed out that the highway so routed would pass between their hospital and their high school, but, in his estimation, would not interfere with these institutions in any way nor would it be a hazard to school children because it would be back of the high school; on the other hand, it would have the advantage of keeping high speed traffic away from the congestion of their warehouse district.

Mr. Al Berland stated that he disapproved the highway being routed as suggested by Mr. Franklin because, in his estimation, it would create a serious hazard to school children and would bring traffic noises close to their hospital which should be a place of extreme quiet.

Mr. J. H. Dobbin endorsed the route suggested by Mr. Franklin and gave as his thought that the curve at Rocky Point could be satisfactorily improved at nominal expense.

There being no others present desiring to be heard on the subject, the meeting was adjourned at 2:45 o'clock p. m., with an announcement by Chairman Cabell that the Commission will consider in its deliberations on this subject the arguments presented at this hearing and will announce its decision when the project is ready for construction. (*)

Baker, Oregon, September 11, 1935

The State Highway Commission met in special session at 1:45 o'clock p. m., in Room 301, Baker Hotel, to hear several delegations. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Mr. Henry McKenney, Sheriff of Baker County, headed a small dele-

(*) Approval on Page No. 5883 applies also to this meeting.

gation, which included Mr. Walter Evans, banker, Halfway, and others, which urged the improvement of the Baker-Homestead Highway, particularly by widening some of the sharp, narrow turns, resurfacing and oiling, and in general to improve the road on a permanent basis to make it safe for travel. Sheriff McKenney stated he represented the Baker Commercial Club which takes in the whole of Baker County, and they are very desirous of having this highway improved because it is a very important arterial highway in their county.

Mr. Evans stressed the need of the following improvements:

Resurface between the town of Halfway and the top of Timber Canyon Hill where the present surfacing was badly broken up by traffic during the past winter; resurface the Sag Hill Section, which, he said, will not stand up this winter unless it is repaired before then;

Widen Redhouse turn between Timber Canyon and Richland;

Widen the turn at the Kerby alfalfa field;

Eliminate two bad turns at George Evans' place, a sharp turn at School's place and two turns at Timber Canyon Springs.

He declared that the approach of the Baker-Homestead Highway into the city of Baker is in very bad condition and is a disgrace to the State Highway Department. He also urged the Commission to improve this highway down Pine Valley between Halfway and Homestead which district, he said, is the most productive portion of Baker County in proportion to its area. He gave as his understanding that the Highway Commission at one time ordered the engineer to make an investigation in regard to relocating this road and urged that that be done now. He emphasized the necessity of the elimination of the dangerous condition which exists at the intersection of Keating road where a highway culvert sticks out into the road and is a serious traffic hazard. Mr. Evans also mentioned that the Market road extending from the Baker-Homestead Highway to the town of Robinette is in need of improvement and that the road extending north from the town of Carson to the Cornucopia mines should have the attention of the Commission because of the important tonnage that is hauled over this road from the mines.

The Engineer suggested that Division Engineer W. C. Williams make a joint inspection of the Baker-Homestead Highway in company with Mr. Evans to ascertain, on the ground, just what improvements he has in mind and that a report thereon be rendered when the inspection has been completed; said report to include an outline of the work, estimate of costs and sketch maps for the Commission's benefit in passing on the project.

After some discussion the Commission approved the Engineer's suggestion by unanimous vote and authorized him to do what is necessary to secure a detailed report on this highway. He was instructed to list in this report the various things that are needed in the order of their importance. Chairman Cabell advised the delegation that the Commission will give the Engineer's report very serious consideration and will try to find a way to do at least some of the things they request.





Sheriff McKenney also appeared before the Commission in company with Mr. C. C. Ketchum, Project Engineer for the United States Reclamation Service, in regard to an irrigation project at a point known as "The Narrows" on the Baker-Unity Highway. He stated that the Burnt River Irrigation District proposes to impound, by means of a dam in Powder River, about 25,000 acre feet of water for use in irrigating about 17,000 acres of land in this district and that the Federal Government has earmarked about $500,000 of federal money to finance such construction. He pointed out that the project involves the relocation of about 3½ miles of the Baker-Unity Highway and that, in order to insure that the project will be approved, the District must secure from the State Highway Commission its written consent to such highway relocation. He explained that it is proposed to construct an earth filled dam across the Powder River about 6 miles west from the city of Baker; that the Government has already appropriated the money to finance the work including that needed for the reconstruction of the highway but will not proceed with the construction of the project unless the District acquires the right of way for the road and the State will approve the plans for the road relocation. Tentative plans, he said, provide that the highway shall cross the Powder River on top of the proposed dam, which will introduce two sharp curves in the highway alignment where the road approaches the dam but they are willing to change their plans if the Commission so desires; furthermore, inasmuch as the highway location must be satisfactory to the State Highway Department, they prefer that the plans for the highway portion of the project be prepared by the state and that the surveys for same also be conducted by the Commission's Engineers. He requested early action on the matter because the Reclamation Service is very anxious to complete the details of the entire matter as rapidly as possible to enable the contractors to look the work over and be prepared to submit bids not later than January 1, 1936, and to carry on construction during the winter months.

The State Highway Engineer estimated it would cost a large sum to rebuild the highway to fit the plans of the Reclamation Service, whereupon he was informed by Mr. Ketchum that the Government would pay the cost of such work. After considerable discussion the State Highway Engineer gave as his thought that the State should co-operate in this project as far as surveys are concerned and accordingly recommended that the Commission authorize him to conduct surveys and prepare plans for the proposed highway relocation. He also recommended that in the event the project is approved, the Commission enter into a written agreement with the Reclamation Service covering the entire matter. After due deliberation, the Commission approved the Engineer's recommendations unanimously and authorized him to proceed in conformance therewith.

Sheriff McKenney also asked the Commission to consider the following improvements:

Improve the Sumpter Valley Secondary State Highway;

Improve Missouri Flat Section of the Medical Springs Secondary Highway, especially reconstruct what is known as "Miles Bridge" over Powder River on this highway;

Eliminate the present railroad grade crossing on the Old Oregon Trail in Baker;

Construct guard fences along the Dooley Mountain Section of the Baker-Unity Highway;

Complete reconstruction of the Old Oregon Trail between Haines and Union, and between Baker and Huntington.

Commissioner Aldrich inquired as to the attitude of the Baker County Chamber of Commerce in regard to the improvement of the Pine Valley Section of the Baker-Homestead Highway in relation to the construction of an entirely new highway along the Snake River from Robinette to Homestead. Sheriff McKenney stated that the Chamber of Commerce is in full accord with the construction of both roads and is declaring no preference. He pointed out that the construction of either route would provide a loop highway from Baker County into the State of Idaho via Homestead and return to Baker County by way of Ontario and Malheur County. He said that both Pine Valley route and the Robinette route could be constructed as a link in this loop, but the Robinette route would have the advantage because it could be constructed on an abandoned railroad grade. He said that this road is about 14 miles long and is endorsed by people living in Robinette and Eagle Valley. The Pine Valley route, he added, is endorsed by people residing at Halfway and vicinity who oppose construction of any road that will leave them off the loop.

County Judge Chas. E. Baird was present and urged the Commission to construct a passable road out of the Homestead district, where, he said, 650 men are now working in the mines with prospects of about 1000 men within a year. He also said that the County Court favors the construction of both roads into Homestead but has not endorsed either one of them over the other; and that the County would improve the Pine Valley road but does not now have the money to finance the work because it is now signed up with the Works Progress Administration to construct the road from Carson to Cornucopia for the benefit of the mining operations in that district. In regard to the road extending from Robinette down the Snake River to Homestead, Judge Baird stated that at the solicitation of the Railroad Company, the County offered to pay $150.00 for the abandoned railroad grade but the offer has not yet been accepted although it is his understanding that the company intends doing so soon. He gave as his thought, that if the Commission would construct a one-way road on this location it would satisfy the people of the Homestead District.

Judge Baird also asked the Commission for the following improvements:

Reconstruct the Gales-Tunnel Section of the Old Oregon Trail, 5½ miles in length;

Resurface the Haines-North Powder Section of the Old Oregon Trail;

Eliminate the railroad grade crossing in the town of Haines;





Straighten the Baker-Homestead Highway throughout and relocate this highway between Baker and Ruckles Creek.

He also endorsed the other projects on the Old Oregon Trail and Baker-Unity Highways which were mentioned by Sheriff McKenney. In regard to the Medical Springs Secondary Highway, Judge Baird stated that the 4-mile section immediately out of Baker is badly in need of an oil surface and he urged the Commission to widen the Sumpter Valley Secondary Highway so as to permit log hauling with safety to other traffic, and to extend this road to the town of Granite in Grant County.

Mr. Jos. Stoddard, vice president of the Stoddard Lumber Company, Baker, was present in regard to trucking logs, over the Sumpter Valley and Baker-Unity Highways, from their timber holdings located about 15 miles southwest of Baker to their mill in the city of Baker. He advised that his company owns approximately 75 million feet of timber in this district which they plan to cut, starting sometime during the coming winter or early spring, and that they propose to transport the logs to their mill at Baker by means of logging trucks, if the Highway Commission will permit such operations on state highways, because they find that means of transportation much cheaper than the available rail transportation, the rates for which are entirely too high for economical use. He further advised that before proceeding with their plans, which include the construction of about ten miles of truck roads to connect with the highway, they must know whether or not the Highway Commission will allow them to truck logs over the state highways, so they can rearrange their plans if necessary.

The Engineer reported the receipt of a similar request from Sumpter Valley Pine Company which operates in this same district. He suggested a thorough investigation of all such operations in this vicinity and a report thereon, said report to include information whether or not the companies concerned will contribute any of their funds to widen the highways where necessary for safety, and to maintain them. The Engineer's suggestion was adopted by the Commission unanimously and he was instructed to make such investigation and to render such report at the next meeting.

There being no further business to come before the Commission at this time the meeting was adjourned at 3:00 o'clock p. m. (*)

La Grande, Oregon, September 11, 1935

The State Highway Commission conferred with the Roads and Highways Committee of the La Grande Commercial Club at 4:30 o'clock p. m., in the Sacajawea Hotel, in regard to a number of highway projects in Union County. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

(*) **Approval on Page No. 5883 applies also to this meeting.**

Representing the La Grande Commercial Club were Chas. H. Reynolds, spokesman, Senator Colon R. Eberhard, Hon. Fred E. Kiddle, W. G. Allen and 7 others. The delegation urged the Commission to seriously consider the construction of the following projects:

Oiling, Island City-Cove Section of the Cove Secondary Highway;

Oiling, Elgin-Wallowa Section of Wallowa Lake Highway;

Complete construction of the Elgin-Weston Secondary Highway from Elgin to a connection with the completed Forest Highway Project - a distance of approximately 3½ miles;

Complete surfacing of the Union-Medical Springs Section of the Medical Springs Secondary State Highway, particularly the upper end of this road along Catherine Creek;

Improve the Starkey Secondary State Highway and extend this secondary highway from its present terminus at Starkey to a connection with the Pendleton-John Day Highway at Ukiah in Umatilla County.

In regard to the Weston-Elgin Secondary Highway, they pointed out that the Bureau of Public Roads will complete the grading of its portion of this road this year and contemplates surfacing the newly graded section next year, which will leave for the State to construct, only the 3½-mile section out of Elgin. They asked the Commission to include this project in its 1936 program, so as to open up this highway for travel throughout its entire length.

Senator Kiddle stated that the Island City-Cove road is one of the most heavily traveled secondary highways in the state and urged the Commission to oil at least one-half of the road this year. He was informed by the Engineer that the Commission now has $40,000 set up in its present program for oiling this road, which will provide for an improvement about 5 miles in length.

Mr. L. K. Kinzel was present in behalf of the Mt. Emily Lumber Company and urged the Commission to give special consideration to the allocation of additional funds for the betterment and maintenance of the Starkey Secondary State Highway. He advised that there are now more than 200 men employed in lumber camps adjacent to this highway, many of whom have families residing in La Grande and they have occasion to use this road daily; also, that at numerous places the road is constructed on a side hill, with a narrow roadway, and that travel is difficult, and, at certain times of the year, extremely dangerous; further, that it is impossible to maintain the road satisfactorily unless the Commission will allocate additional funds for the purpose. He particularly mentioned one point where a very dangerous condition exists and asked that this be eliminated. He also urged the Commission to extend this secondary highway to a connection with the Pendleton-John Day Highway at Ukiah. He advised that the U. S. Forest Service officials have stated their willingness to construct as a forest development project, a road extending from Ukiah into the timber district, and if the State will continue this road to Starkey it





will provide another interstate highway and will open up the timber district for small sawmill operations.

The Engineer explained that state funds available to the Commission are very limited and must be conserved in order to take up as much federal aid money as is possible; also, that it would cost a large sum of money to build this road properly, and in his estimation it would be poor policy to expend any money for the construction of a road for temporary use. He estimated it would cost about $12,000 a mile to fix up the present road between Hilgard and Starkey and about $15,000 total to eliminate some of the dangerous points mentioned by Mr. Kinzel. In view of the importance of this road, he recommended that an investigation be made to ascertain whether or not, by expenditure of $15,000, the present road could be put in satisfactory condition to last about three years; also, that he be authorized to spend such sum for such purpose, if the investigation reveals that can be done. The Commission approved the Engineer's recommendation unanimously.

Mr. Reynolds also mentioned the following improvements and asked their consideration by the Commission in programming future funds.

Relocation of Pendleton-Stanfield Section, and reconstruction of the Emigrant Hill Section of the Old Oregon Trail, in Umatilla County..

Relocation of the Tunnel Section in Baker County, and the reconstruction of the Columbia Highway between The Dalles and Portland.

He advised that Union County is as much interested in these projects as are the counties in which the improvements are located. He incidentally pointed out that under present conditions one can drive from La Grande to Seattle almost as quickly as he can from La Grande to Portland.

Senator Eberhard asked the Commission not to discount the need for constructing the proposed extension of the Enterprise-Flora Highway to the Washington State Line and for improving the proposed extension of the Wallowa Lake Highway to the head of Wallowa Lake.

Mr. Reynolds brought up for discussion the matter of control of the morning-glory weed along the highways between La Grande, Island City and Cove. He said that this weed is an obnoxious pest and reseeds very easily, and that the farmers in the district are doing their utmost to obliterate it from their farm lands, but are having difficulty in doing so because nothing is being done to exterminate that which grows on the highway rights of way. He also said that ordinary highway maintenance has a tendency to cultivate the weed and spread it to adjacent farm lands, which neutralizes, more or less, the efforts of the farmers in exterminating the weed from their private lands. He asked the Commission to do something about the matter and suggested that the Commission authorize spraying on the highways in the infested areas. The Engineer estimated that sufficient spray for the purpose could be purchased for about $100 and he recommended the approval of Mr. Reynold's suggestion. The Commission approved the En-

gineer's recommendation by unanimous vote.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:30 o'clock p. m. (*)

Canyon City, Oregon, September 13, 1935.

The State Highway Commission conferred with the County Court of Grant County at 4:00 o'clock p. m., in the office of County Judge P. A. Retrum in the Grant County Courthouse, in regard to the construction of a new bridge over the North Fork of the John Day River in the Town of Monument. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were County Judge P. A. Retrum and County Commissioners F. B. French and John Porter. The County Court pointed out that the present bridge over the North Fork of the John Day River at Monument is in very bad condition, is now posted for 5-ton loading, and is badly in need of replacement, and that they are fearful that, unless the old bridge is repaired or a new one constructed, a serious accident will occur. They asked the Commission to extend the Kimberly-Monument Secondary Highway to include this bridge and to construct a new bridge at this location as a state secondary highway project. They offered to pay 25% of the cost of the structure in case the Commission will extend this secondary highway to a connection with the Pendleton-John Day Highway at Long Creek.

It was explained to the County Court that it is contrary to the Commission's established policy to place any more roads on the secondary highway system at the present time; furthermore, if the secondary highway was extended to include this bridge structure, it would then be impossible for the Commission to construct a new bridge because it would have to be financed with state secondary highway funds, which are not available. It was also explained that the Federal Government has allotted to the State of Oregon certain relief moneys which must be expended for county road construction and that the Commission will consider allocating sufficient of these funds to finance the construction of a new bridge at this place if the County will withdraw its condition that the Commission must designate this road as a secondary state highway to Long Creek, and will pay a portion of the expense. After considerable discussion the County Court signified its willingness to accept the Commission's offer provided the County's contribution is limited to a maximum of $10,000, including costs of right of way. Thereupon it was mutually agreed between the Commission and the County Court that the State Highway Commission shall construct a new bridge at Monument and that the cost thereof shall be paid for on the following basis: 25% up to a maximum of $10,000 with county funds, and the balance by the State with federal moneys which are required to be expended for county road construction; the County to pay over to the State Highway Commission

(*) Approval on Page No. 5883 also applies to this meeting.

SEP 11 1935



$5000 of its share of such expense immediately upon the award of the contract for such construction and the balance on or before July 15, 1936; said balance to be secured by an assignment from the County Court in favor of the State Highway Commission of a sufficient amount of Grant County's share of the motor vehicle license fund to take care of this obligation. The Attorney was instructed to prepare an appropriate form of agreement in accordance with this understanding.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:30 o'clock p. m.

Henry F Cabell
Chairman

R H Baldock
State Highway Engineer

E B Aldrich
Commissioner

H B Glaisyer
Secretary

**Note:** The above signatures apply also to the meeting at Pendleton on September 9; meeting at Enterprise on September 10; meeting at Baker on September 11; and meeting at La Grande on September 11, 1935

SEP 11 1935