

VOLUME 47

COMPLETE

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1962

T O

MARCH 31, 1963

OREGON STATE HIGHWAY COMMISSION

Glenn L. Jackson, Chairman
Kenneth N. Fridley, Commissioner
David B. Simpson, Commissioner

Forrest Cooper, State Highway Engineer
Leonard I. Lindas, Chief Counsel
Floyd Query, Secretary

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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33389	Apr. 3 1962	COMMISSION BUSINESS: GOVERNOR HATFIELD'S OFFICE. 9:30 a.m. Oath of Office administered to David B. Simpson as State Hwy. Commissioner. GLENN L. JACKSON elected Chairman of State Hwy. Commission. RIGHT OF WAY ENGINEER REPORTS: MULTNOMAH COUNTY. Portland Urban Renewal Project. Closing of options for acquisition of property authorized.
33390		ACCESS CHANGES approved.
33391		PUBLIC SALE OF PROPERTY authorized. CLATSOP COUNTY. Astoria Bridge. FA Funds Agreement with BPR and Washington State Hwy. Commission approved.
		CHIEF COUNSEL REPORTS: MULTNOMAH COUNTY. Portland. Caruthers Addition. Block 14. Reconveyance to City approved.
33392		MULTNOMAH COUNTY. Sunset Hwy. Portland Zoo damage case. Settlement approved. JACKSON COUNTY. Crater Lake Hwy. Cascade Gorge-Forest Boundary Section. Settlement with PPL Co. approved.
		ENGINEER REPORTS: CURRY COUNTY. Newburgh State Park. Name change to "Floras Lake State Park" authorized.
33393		Park development plans include acquisition of 4 tracts of land. DOUGLAS COUNTY. Susan Creek State Park. Renewal lease with BLM and leasing of additional property approved.
		AWARD OF CONTRACT confirmed. CONSTRUCTION SPEED ZONES ESTABLISHED as follows: UMATILLA COUNTY. Oregon-Washington Hwy. MP 23.50 - MP 23.74.
		MARION COUNTY. Pacific Hwy. Battle Creek-Illahee Section.
33394		SURVEYS ADOPTED as follows: YAMHILL COUNTY. Pacific Hwy. West. North Yamhill River-McMinnville Section.
		WASCO COUNTY. The Dalles-California Hwy. Tygh Grade Summit-Butler Canyon Section.
		COLUMBIA COUNTY. Rainier. Rinck property damage settlement approved.
		WASCO COUNTY. Shaniko-Fossil Secdy. Hwy. Taylor property. Relinquishment of rights agreement to stock pass approved.
33397		1965 ABC FEDERAL-AID PROGRAM VIII approved. LOAD LIMITS. Klamath County. Green Springs Hwy.
		CONTRACTS COMPLETED and accepted. NO PARKING ZONES ESTABLISHED as follows: DOUGLAS COUNTY. Oakland-Shady Secdy. Hwy. Roseburg south.
33398		JOSEPHINE COUNTY. Williams Secdy. Hwy. Grants Pass south.

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33398	1962 Apr. 3	<u>ENGINEER REPORTS: (Cont.)</u> <u>WASHINGTON COUNTY.</u> Scholls Secdy. Hwy. Allen Ave. Jct. Four-way stop approved. TRAVEL - OUT OF STATE approved for hwy. personnel. <u>WASHINGTON COUNTY.</u> Beaverton-Tualatin Secdy. Hwy. Tualatin area. Poles-light fixtures RR agreement approved. <u>UMATILLA COUNTY.</u> Old Oregon Trail. Oregon-Washington Hwy. Jct. Maintenance agreement with Pendleton approved. <u>PERMITS & SIGNS.</u> Overwidth loads without flag escort permits being written. Sign installation on 11 narrow bridges approved. <u>SPECIAL STATE TAX STREET FUNDS.</u> Confirmed authority for Secretary to sign allocation agreement with 15 cities. (Projects approved November 15, 1961). <u>HOOD RIVER COUNTY.</u> Columbia River Hwy. 2nd Hood River Overcrossing RR agreement approved. <u>COMMISSION MEETING DATES</u> confirmed. <u>ENGINEER REPORTS: (Cont.)</u> <u>WASCO COUNTY.</u> Columbia River Hwy. The Dalles Construc- tion delayed due to non-approval of agreement with UPRR. <u>STATE PARKS.</u> Overnight camping rates and closure of certain parks to remain the same. <u>CHIEF COUNSEL REPORTS: (Cont.)</u> <u>CLATSOP COUNTY.</u> Columbia River. Astoria Bridge. Resolution ratifying construction agreement adopted. <u>CENTURY 21 EXPOSITION.</u> Highway Booth. Progress report presented by Mr. Jordan. <u>PARKS STUDY REPORT.</u> Status report presented by Mr. Stephenson.
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33401	1962 Apr. 13	<u>SECRETARY REPORTS:</u> MINUTES of March 2, 1962, approved. <u>RIGHT OF WAY ENGINEER REPORTS:</u> REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. PUBLIC SALE OF PROPERTY authorized. DIRECT SALE OF PROPERTY approved. EASEMENTS approved as follows: LANE COUNTY. Pacific Hwy. Linn County Line-Judkins Pt. Section. Easement with PPL Company. POLK COUNTY. Willamina-Salem Hwy. Bonneville Station- Patterson Ave. Section. Capital Manor water line easement. 33402 <u>CHIEF COUNSEL REPORTS:</u> CONDEMNATION OF REAL PROPERTY authorized. CONDEMNATION CASES TRIED. Report accepted. CONDEMNATION CASES SETTLED. Report accepted. CONDEMNATION CASES. Offers for property confirmed. PUC MATTERS. Report accepted. PROPERTY DAMAGE CLAIMS. Quarterly report accepted. MULTNOMAH COUNTY. Stadium Freeway. Portland. St. Helens Hall property settlement approved. DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Kellogg Bridge damage. Legal action authorized against Simmons- Farson. 33414 CLACKAMAS COUNTY. Marshfield. Roots Addition. Jefferson Street vacation approved. BUREAU OF PUBLIC ROADS CITATIONS on right of way acquisitions. Procedure discussed. Action deferred. LANE COUNTY. Eugene east. Patterson tract. Exchange of land between County and Highway Commission approved. 33415 OIL-GAS EXPLORATORY LEASES as follows: HUMBLE OIL & REFINING CO. Willamette Valley. LEASE to Humble Oil or Gulf Oil on small remaining section. WESLEY G. BRUER proposed lease. STATE HWY. LEASE FORM. Interests of State protected. COOS COUNTY. Oregon Coast Hwy. North Bend Section. Assignment of lease from Brelage to McEniry Enterprises, Inc. 33416 <u>ENGINEER REPORTS:</u> CURRY COUNTY. Loeb State Park addition. Acquisition of 120 acres of land from BLM approved. Forest Service adjoining land to be acquired. TILLAMOOK COUNTY. Cape Lookout State Park. Trail to park. Timber sale to Crown-Zellerbach Corp. authorized. MARION COUNTY. Cascade Secdy. Hwy. Silverton. Oak St.-Church St. Jct. Flashing beacon installation approved.

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33416	1962 Apr. 13	ENGINEER REPORTS: (Cont.)
33417		<p>SURVEYS ADOPTED as follows:</p> <p>GRANT COUNTY. John Day Hwy. John Day Vier-Ochoco Jct. Section.</p> <p>BAKER COUNTY. Old Oregon Trail. Hill Creek-Oxman Section.</p> <p>CONSTRUCTION SPEED ZONES ESTABLISHED as follows:</p> <p>UMATILLA COUNTY. Columbia River Hwy. Cold Springs Jct. Truck Scale Site.</p> <p>COOS COUNTY. Coos Bay-Roseburg Hwy. Bridge-Tanner Creek Section.</p> <p>LOAD LIMITS REMOVED. Klamath County. Green Springs Hwy. Keno</p>
33418		<p>EXTENSION OF TIME for 1 contract.</p> <p>CONTRACTS completed and accepted.</p> <p>REVISED SPEED ZONE ESTABLISHED as follows:</p> <p>CLACKAMAS COUNTY. Mt. Hood Hwy. Rhododendron, TRAVEL - OUT OF STATE approved for hwy. personnel.</p>
33422		<p>CONTRACTS. Award of contracts announced.</p> <p>MORROW COUNTY. Columbia River Hwy. Boardman Jct. - Irrigon Section. Agreement with Irrigation District.</p>
33423		<p>PACIFIC HIGHWAY (old). Judkins Point-California Line Section. Designation or redesignation of old route approved.</p> <p>CLATSOP COUNTY. Fishhawk Falls Secdy. Hwy. Agreement with Forestry Department re sale of timber approved.</p> <p>LINN COUNTY. Albany Office Building Parking Area. Spicer County Road. Encroachment agreement with County approved.</p> <p>BAKER COUNTY. Old Oregon Trail Alder Creek RR Over-crossings. Construction agreement with UPRR approved.</p>
33424		<p>COMMISSION MEETING DATES confirmed.</p> <p>COOS COUNTY. Coos Bay. Accumulation of State Tax Street Funds for 2 years for bridge approved.</p> <p>MULTNOMAH COUNTY. Stadium Freeway. Portland west. Construction agreement with City approved.</p> <p>PERMITS. Tree trimming-spraying on hwy. r/w. Procedures resolution approved.</p> <p>NO PARKING ZONES ESTABLISHED as follows:</p> <p>MULTNOMAH COUNTY. Pacific Hwy. West (Denver Ave.) Vanport area.</p> <p>JEFFERSON COUNTY. Cove Palisades State Park. Round Butte Dam. Extension to Grandview Loop Road (FAS 660) approved.</p>
33425		<p>ELEVATORS CONVERSION. Award of contract of \$33,763. approved. Board of Control advised.</p> <p>Displaced operators to be given other positions.</p> <p>ABANDONMENT AGREEMENTS approved as follows:</p> <p>COLUMBIA COUNTY. Columbia River Hwy. Westport-Clatskanie Section.</p> <p>CLATSOP COUNTY. Columbia River Hwy. Westport-Clatskanie Section.</p> <p>COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Point-Bridge Section.</p>

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33425	Apr. 13 1962	<p><u>ENGINEER REPORTS: (Cont.)</u></p> <p><u>LINCOLN COUNTY.</u> Toldedo. Lincoln Hospital area. Access agreement to county road approved.</p> <p><u>LANE COUNTY.</u> Eugene-Springfield Hwy. 10th St.-High Banks Road Section. Construction agreement with Springfield approved.</p>
33426		<p>COUNTY FAS PROJECTS 1962-63. Deschutes County approved. Hood River County cancelled.</p> <p>US HIGHWAY 126. Requests for change in routing across Cascades and Willamette Valley approved.</p>
33427		<p><u>COMMISSION BUSINESS:</u></p> <p><u>LANE COUNTY.</u> Oregon Coast Hwy. Yachats-Florence Section. Gift of 1,213 acres of land for park purposes accepted.</p> <p>To be named "Carl G. Washburne Memorial Park". Special statement of appreciation to be sent to family of Mr. and Mrs. Carl G. Washburne.</p> <p>TRAVEL INFORMATION. Century 21 Exposition. Governor requested welcome signs be painted on all hwy. entrances and exits.</p> <p>GAS TAX FUNDS REMOVAL from State Constitution would have adverse effect on rating-sale-interest rates of Hwy. bonds.</p> <p>Letter from First National City Bank of N.Y. so stating.</p>
33428		<p><u>CENTURY 21 EXPOSITION.</u> State Hwy. Booth. Mr. Jordan gave report on progress and reaction to booth.</p> <p><u>DELEGATION PROBLEMS</u> discussed.</p> <p><u>DELEGATIONS:</u></p> <p><u>MARION COUNTY.</u> Hillsboro-Silverton Secdy. Hwy. Woodburn. Hwy. relocation requested.</p> <p>US HIGHWAY 20 ASSOCIATION. Corvallis-Newport Hwy. Cascade Summit Section reconstruction requested.</p>
33430		<p><u>MORROW COUNTY.</u> Fourmile Canyon Cutoff. Heppner Hwy. to Arlington. Construction urged.</p> <p><u>CHIEF COUNSEL REPORTS: (Cont.)</u></p> <p><u>CROOK COUNTY.</u> Paulina Hwy. Post-Lost Creek Section. Knox property. Quitclaim deed to owner on 21.3 acres approved.</p> <p><u>CURRY COUNTY.</u> Oregon Coast Hwy. Hunter Creek-Myers Creek Section. \$600 slide damage payment to Oleta Walker approved.</p>
33431		<p><u>AGREEMENTS</u> and other papers signed.</p>

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33433	May 25	<p>SECRETARY REPORTS: MINUTES of April 3 and April 13, 1962, approved. RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. ACCESS CHANGES approved.</p>
33434		<p>JACKSON COUNTY. Pacific Hwy. Medford. Biddle Road-Jackson St. Jct. "Relinquishment of Title" to City approved. WASHINGTON COUNTY. Beaverton-Tigard Hwy. Denny Road-99W Section. Transfer of property to McGriff approved.</p>
33435		<p>LANE COUNTY. Pacific Hwy. 1-way couplet. Eugene. 20 square feet quitclaimed to the City. JACKSON COUNTY. Pacific Hwy. 7 Oaks-Ashland Section. Easement of 0.07 acre to Talent Irrigation District approved. JACKSON COUNTY. Pacific Hwy. 7 Oaks-Ashland Section. Phife property. Transfer of property approved. PUBLIC SALE OF PROPERTY authorized.</p>
33437		<p>DIRECT SALE OF PROPERTY approved. WASCO COUNTY. Columbia River Hwy. Chenoweth Creek-The Dalles. Property exchange with Investment Co. approved.</p>
33438		<p>MARION-LINN COUNTIES. Pacific Hwy. 3 grants of easement to Southern Pacific Pipelines, Inc., approved. ASSISTANT CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized.</p>
33439		<p>CONDEMNATION CASES TRIED. Report accepted.</p>
33441		<p>CONDEMNATION CASES SETTLED. Report accepted.</p>
33447		<p>CONDEMNATION CASES. Offers for property confirmed.</p>
33448		<p>PUC MATTERS RE HIGHWAY COMMISSION. Report accepted. WASCO COUNTY. Columbia River Hwy. The Dalles east. Seufert property frontage road. Complaint in Equity reported. DOUGLAS COUNTY. Elkton-Sutherlin Hwy. Kellogg Bridge collapse. Simmons case report.</p>
33449		<p>HOOD RIVER COUNTY. Contract #6028. Willis case against contractor for trespass report. ST. PAUL FIRE & MARINE INS. CO. "Non-coverage & Reservation of Rights Agreement" confirmed. Refers to truck damage. UNION COUNTY. Contract #5141. Durbin Bros., claim for additional compensation. Settlement for \$35,602.25 approved. CLATSOP COUNTY. Necanicum Hwy. Horecny Logging Co., request for oil-gas-mineral rights lease denied. ASTORIA BRIDGE PROJECT. Federal-aid. Oregon-Washington Supplemental Agreement approved.</p>

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33450	May 25	ENGINEER REPORTS: OPEN HOUSE held by Hwy. Department May 24, 1962. US BUREAU OF PUBLIC ROADS. C. G. Polk, Division Engineer retirement. Best wishes from Commission and Department. JACKSON COUNTY. Tou Velle State Park. Condemnation of adjacent 16-acre tract for overnight camping area authorized.
33451		COMMISSION BUSINESS: HAROLD SCHICK appointment as State Parks Superintendent confirmed. ENGINEER REPORTS: (Cont.) AWARD OF CONTRACTS confirmed.
33452		CONSTRUCTION SPEED ZONES ESTABLISHED as follows: LANE COUNTY. Pacific Hwy. Cottage Grove-Divide Section. POLK COUNTY. Willamina-Salem Hwy. West Salem Section. JACKSON COUNTY. Pacific Hwy. 7 Oaks-Jackson St. Section. TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Yach Bridge-Weed Bridge Section. MULTNOMAH COUNTY. Pacific Hwy Vanport Section. MULTNOMAH COUNTY. Harbor Drive-Ross Island Bridge Detour. COLUMBIA COUNTY. Columbia River Hwy. Westport-Clatskanie Section. Palm Hill detour.
33453		SURVEYS ADOPTED as follows: UNION COUNTY. Wallowa Lake Hwy. Island City-Janson Road Section. UNION COUNTY. Old Oregon Trail. Oro Dell-La Grande Section. LINN COUNTY. Pacific Hwy (old). Albany Waverly Drive-SPRR Overcrossing Section hwy. improvement confirmed. SHERMAN COUNTY. Liberty Road placed on FAS System. FAS COUNTY ROAD PROJECTS approved for 4 counties.
33455		EXTENSIONS OF TIME REQUESTS for contracts. CONTRACTS completed and accepted.
33456		MULTNOMAH COUNTY. Portland. Howard Cooper Building improvements approved. ASTORIA-MEGLER FERRY OPERATION. Contract awarded to Astoria Navigation Company. JACKSON COUNTY. Medford. Pacific Hwy. & Medford-Provolt Hwy. drainage correction project approved. CLACKAMAS COUNTY. FAS 134. Mt. Scott Creek and Rock Creek Sections. Finance agreement approved. COOS COUNTY. North Bend. Midland Addition. Sewer assessment payment of \$17.84 approved.

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33457	May 25	ENGINEER REPORTS: (Cont.) LINCOLN COUNTY. Yaquina Head Light Station. US Coast Guard license for radio installation approved. DESCHUTES COUNTY. Century Drive Secdy. Hwy. & Cascade Lakes Hwy. Supplemental snow removal agreement approved. COLUMBIA RIVER HWY. RELOCATION. Rufus-Arlington Section. Modification of contract with US Corps of Engineers approved. CONTRACTS. Award of contracts announced. LANE COUNTY. Eugene-Springfield Hwy. SPRR Wendling Branch. Emery Road Overcrossings agreement with SP Company approved. Encroachments easement approved. COMMISSION MEETING DATES confirmed. CLATSOP COUNTY. Astoria-Megler Bridge Piers Project. Construction agreement with Astoria approved. MULTNOMAH COUNTY. NE 181st Avenue (FAS 729). Halsey St.-Stark St. Section. Finance agreement with County approved. SPEED ZONES SIGNING. Change in signing at end of speed zones requested by Department of State Police. Approved. DELEGATIONS: JOHN DAY HIGHWAY. Hwy. improvement projects requested. LANE COUNTY. McKenzie Hwy. relocation. Blue River area. Discussion of South Bank Route vs present route. GILLIAM-MORROW COUNTIES. Projects urged for: Heppner Hwy. (Heppner-Morgan) improvement. Fourmile Canyon Cutoff. Space Age Park (Boardman). CLACKAMAS COUNTY. Projects requested: Cascade Secdy. Hwy. Connections to US99E. Construction of new Willamette River Bridge. MULTNOMAH COUNTY. Baldock Freeway. Portland. Loss of access onto Macadam Avenue discussed.
33462		ENGINEER REPORTS: (Cont.) UNION COUNTY. Wallowa Lake Hwy. Rhinehart-Elgin Section. Lee property. Pmt. of \$125 for fence approved. PARKS-RECREATIONAL-OTHER ATTRACTIONS PUBLICITY. Agreement with Mr. Philip M. Hunt for publicity approved. LANE COUNTY. Eugene-Springfield Secdy. Hwy. Eugene Water-Electric Board agreement approved. WASCO COUNTY. Columbia River Hwy. The Dalles project. Crossing agreement with US Bureau of Reclamation approved. ASSISTANT CHIEF COUNSEL REPORTS: (Cont.) BAKER COUNTY. Old Oregon Trail. Baker-Pleasant Valley Section. Macomber property settlement approved.
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33469	June 29	<p>SECRETARY REPORTS: MINUTES of May 25, 1962, approved. COMMISSION BUSINESS: FORTY-YEAR PINS AWARDED to following: Edward F. Chidsey, Assistant Maintenance Engineer E. G. Ricketts, Assistant Bridge Engineer Carl C. Schneider, Senior Bridge Designer Miss Gertrude Chamberlin, Parks & Recreation Division Rockwell Simpson, Soils Engineer A. E. Archibald, Sign Superintendent Earl Stream, Division Office Engineer Walter G. Krueger, Bridge Superintendent William Lockyear, Bridge Extra Gang Foreman Lloyd E. Barnes, Auto Upholsterer</p>
33470		<p>A. W. PARSONS, Division Engineer for US Bureau of Public Roads, replacing C. G. Polk, was introduced. ASSISTANT RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. WASCO COUNTY. Columbia River Hwy. The Dalles. Easement on 0.67 acre for utility services approved. ACCESS CHANGES approved.</p>
33471		<p>LINCOLN COUNTY. Siletz Hwy. Siletz-Corvallis-Newport Hwy. Section. Fieber property. Access approved. DIRECT SALE OF PROPERTY approved.</p>
33472		<p>PUBLIC SALE OF PROPERTY authorized.</p>
33473		<p>HOOD RIVER COUNTY. Columbia River Hwy. Near Hood River. Flowage easement to Corps of Engineers approved. JEFFERSON COUNTY. Cove Palisades Park. Relinquishment of state park property to County approved. CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized. CONDEMNATION CASES TRIED. Report accepted. CONDEMNATION CASES SETTLED. Report accepted. CONDEMNATION CASES. Offers for property confirmed. PUC MATTERS. Report accepted. SIG ANDERSSON CASE. Contract #5935. Counsel's report accepted. SALARY INCREASES for Legal Staff approved. ACCESS TO STATE HIGHWAYS. July 31, 1958. Amending resolution adopted.</p>
33483		<p>CLAIMS. Abandonment of collection in 9 cases approved. DAMAGE CLAIMS. Legal action granted for collection of 4 claims.</p>
33484		<p>KLAMATH COUNTY. The Dalles-California Hwy. Diamond Lake Jct. area. Zbinden fruitstand removal authorized.</p>

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33484	June 29	<p>CHIEF COUNSEL REPORTS:</p> <p>MULTNOMAH COUNTY. Portland. NE Cherry Court & NE Halsey St. Vacation of portions of streets approved.</p> <p>DESCHUTES COUNTY. Central Oregon Hwy. Bend-Burns Section. Relinquishment of 40-acre tract to BLM approved.</p> <p>MULTNOMAH COUNTY. Sunset Hwy. Portland. Request by West Slope Water District that State purchase pipe line denied.</p> <p>CLACKAMAS COUNTY. Cascade Secdy. Hwy. Lake Road-Oregon City Section. Blau building encroachment agreement rescinded.</p> <p>JACKSON COUNTY. Crater Lake Hwy. Eagle Pt.-Medford Section. Public sale of 13.6 acres authorized.</p> <p>ENGINEER REPORTS:</p> <p>LAKE COUNTY. Fort Rock State Park. Long property. Gift of 30 acres accepted. Area named "Fort Rock State Park"</p> <p>LANE COUNTY. Honeyman State Park. Agreement with Central Lincoln PUD. Amendment providing additional power approved.</p> <p>AWARD OF CONTRACTS confirmed.</p> <p>CONSTRUCTION SPEED ZONES ESTABLISHED as follows:</p> <p>LANE COUNTY. Mapleton-Eugene Secdy. Hwy. MP 12.13 - MP 18.32.</p> <p>JACKSON COUNTY. Green Springs Hwy. MP 1.1 - MP 1.6.</p> <p>COOS COUNTY. Oregon Coast Hwy. Bandon.</p> <p>SHERMAN COUNTY. Sherman Hwy. MP 40.74 - MP 43.64.</p> <p>HIGHWAY RESEARCH BOARD. Payment of annual billing of \$5,476 from 7/1/62 to 6/30/63 approved.</p> <p>FAS COUNTY ROAD PROJECTS approved for 2 counties.</p> <p>EXTENSIONS OF TIME REQUESTS on contracts.</p> <p>CONTRACTS completed and accepted.</p> <p>MALHEUR COUNTY. Old Oregon Trail. Ontario. 2nd St. Jct. Traffic signal installation approved.</p> <p>LANE COUNTY. McKenzie Hwy. Elk Creek-McKenzie Bridge Section. North Bank Route approved.</p> <p>INCREASE IN PROJECT AUTHORIZATION approved for contract #5947.</p> <p>SURVEYS ADOPTED as follows:</p> <p>GILLIAM COUNTY. John Day Hwy. 30-Mile Creek-Patill Creek Section.</p> <p>YAMHILL COUNTY. Willamina-Sheridan Secdy. Hwy. Willamina Bridge Section.</p> <p>MALHEUR COUNTY. Old Oregon Trail. Nyssa. UPRR Overcrossing-Snake River Bridge Section widening project approved.</p> <p>SPEED ZONES TO BE ESTABLISHED as follows:</p> <p>UMATILLA COUNTY. Old Oregon Trail (I-80N). Deadman's Pass-Meacham Section.</p> <p>BAKER COUNTY. Old Oregon Trail (I-80N). Baker-Pleasant Valley Section.</p>
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33491	June 29	<p>ENGINEER REPORTS: (Cont.)</p> <p>LANE COUNTY. Pacific Hwy. (I-5). Willamette River Bridge-Cottage Grove Interchange Section.</p> <p>DOUGLAS COUNTY. Pacific Hwy. (I-5). Rice Hill Interchange-Sutherlin Interchange Section.</p> <p>JACKSON COUNTY. Pacific Hwy. (I-5). Rock Pt. Interchange-North Ashland Interchange Section.</p> <p>AGREEMENTS approved as follows:</p> <p>YAMHILL COUNTY. 3-Mile Lane Secdy. Hwy. McMinnville south. SPRR Overcrossing construction agreement.</p> <p>LANE COUNTY. Goshen-Divide Secdy. Hwy. Lynx Hollow Creek Drainage agreement with Creswell Water Control District confirmed.</p> <p>GRANT COUNTY. John Day Hwy. Dayville area. Quarry-stockpile site. Agreement with State Game Commission.</p> <p>COMMISSION MEETING DATES confirmed.</p> <p>ITINERARY for September Commission trip to be prepared.</p> <p>CHIEF COUNSEL REPORTS: (Cont.)</p> <p>URBAN RENEWAL PROJECT. Portland.</p> <p>SOUTH AUDITORIUM PLAT dedication approved.</p> <p>URBAN DEVELOPMENT purchases-interest payments for property needed for Stadium Freeway. BPR to participate.</p> <p>ENGINEER REPORTS: (Cont.)</p> <p>AGREEMENTS approved as follows:</p> <p>WASHINGTON COUNTY. Beaverton-Tualatin Secdy. Hwy. Tigard east. Crossing signals agreements with SPRR and OERR Co.</p> <p>KLAMATH COUNTY. FAS County Road Project. Klamath Falls south. GNR Overcrossing agreement.</p> <p>POLK COUNTY. Willamina-Salem Hwy. West Salem-Rickreall Section. RR easement agreement.</p> <p>DESCHUTES COUNTY. The Dalles-California Hwy. Bend. Supplemental thruway agreement.</p> <p>JACKSON COUNTY. FAS 274. Central Pt.-Ross Lane Section. Cooperative construction agreement.</p> <p>BAKER COUNTY. FAS 506. Ebell Park-Pine Corners Section. Cooperative construction agreement.</p> <p>GILLIAM COUNTY. FAS 445 & 714. Rock Creek-Shutler Section. Cooperative construction agreement.</p> <p>THROUGH HWYS. & STOP SIGNS RESOLUTION #4-1 adopted for:</p> <p>HOOD RIVER COUNTY. Hood River Hwy. Baseline Road-Cooper Spur Road Jct.</p> <p>AGREEMENTS approved as follows:</p> <p>DOUGLAS COUNTY. Pacific Hwy. Yoncalla Jct.-Rice Hill Section. Easement agreement with SPRR.</p> <p>LANE COUNTY. Eugene-Springfield Hwy. Willamette River-Coburg Road Section. Thruway agreement.</p> <p>COLE & WEBER CORPORATION. Advertising agreement extension to June 30, 1963.</p> <p>CONTRACTS. Award of contracts announced.</p>
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33498	June 29	BIDS RECEIVED ON JUNE 27, 1962. Matters discussed: <u>STANDARD ACCIDENT INSURANCE CO.</u> Liability policy cancelled July 1, 1962. US FIRE INSURANCE COMPANY, new carrier. FA HWY. CONSTRUCTION PROJECTS. A. W. Parsons of BPR requests speed-up of completion of utility agreements. <u>TRAVEL INFORMATION DIVISION.</u> Tourist travel increase. CARL JORDAN reported briefly.
33499		DELEGATIONS: LANE COUNTY. McKenzie Hwy. Elk Creek-McKenzie Bridge Section. North Bank Route and South Bank Route discussed. GILLIAM COUNTY. Columbia River Hwy. Arlington Interchange. Revision of plans requested.
33500		GILLIAM-MORROW COUNTIES. Projects requested: Heppner Hwy. relocation improvements. Arlington Cutoff.
33501		CHIEF COUNSEL REPORTS: (Cont.) LINCOLN COUNTY. Siletz Hwy. Siletz-Newport-Corvallis Section. Dickenson property. Condemnation settlement approved. LANE COUNTY. Pacific Hwy. Broadway-Franklin Blvd. Section. Bid submitted by Mrs. Ruth for \$9,750 rejected. MULTNOMAH COUNTY. Stadium Freeway Hwy. Shaarie Torah Jewish Synagogue negotiations progressing. MARION-LINN-BENTON COUNTIES. Oil-gas-sulphur lease with Gulf Oil Corporation approved. <u>AGREEMENTS</u> and other papers signed.

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33505	Aug. 9	SECRETARY REPORTS: <u>LIABILITY INSURANCE</u> for State Hwy. Officers and Employees. Bids opened. Contract awarded to Huggins Insurance Agency. PARKS DIVISION: HAROLD SCHICK, new State Parks Superintendent, introduced by Engineer.
33506		RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved.
33508		MISCELLANEOUS SALES & RENTALS REPORT accepted.
33509		PUBLIC SALE OF PROPERTY authorized. DIRECT SALE OF PROPERTY approved.
33510		JEFFERSON COUNTY. The Dalles-California Highway. Madras Section. Slope easement release approved.
33511		LINCOLN COUNTY. Oregon Coast Hwy. Newport Section. Slope easement release to Wallace Truax Oil Co. approved.
33512		ACCESS CHANGES approved.
33513		COOS COUNTY. Coos Bay-Roseburg Hwy. Guthrie property. Deeding roadway connection to owner approved.
33514		MARION COUNTY. Pacific Hwy. Salem By-pass Section. Supplemental Permit granted the Pedwells and Standard Oil.
33518		DOUGLAS COUNTY. Pacific Hwy. Winchester-Shady Pt. Section. \$270 authorized for repairs of state-owned house & property.
33519		CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized. 93% of properties by negotiations; 7% by condemnation.
33520		CONDEMNATION CASES TRIED. Report accepted. CONDEMNATION CASES SETTLED. Report accepted. CONDEMNATION CASES. Offers for property confirmed. PUC MATTERS. Report accepted. DAMAGE CLAIMS. Quarterly report accepted. LANE COUNTY. Ashland vs PPL Co.-Widdows-Carter case. Referred to state insurance carrier. MULTNOMAH COUNTY. East Bank Freeway Section. Minkler case referred to state insurance carrier. MARION COUNTY. North Santiam State Park. Gas-oil-mineral lease granted to Superior Oil Company. DAMAGE CLAIM of Robert B. Lee. Fence removal claim for \$125 approved. CLACKAMAS COUNTY. Cascade Secdy. Hwy. Lake Road-Oregon City. \$750 sale to Mr. Blaue for house approved. PROPERTY. Personal and rental. Amounts increased for personal property disposal and repair funds for rental property. HOOD RIVER COUNTY. Hood River Secdy. Hwy. Indian Creek fill. Westside Water District claim for \$2,000 approved.

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33520	Aug. 9	ENGINEER REPORTS: MALHEUR COUNTY. "Owyhee Lake State Park" name changed to "Lake Owyhee State Park". CURRY COUNTY. Old Oregon Coast Hwy. Carpenterville-Brookings Section. Sale of 5 tracts of land authorized. CROOK COUNTY. Prineville Reservoir State Park. Central Electric Cooperative, Inc., to furnish electrical power. CLATSOP COUNTY. Ecola State Park. Sale of overripe-down timber authorized. TILLAMOOK COUNTY. Salmon River Hwy. Van Duzer Corridor. Access road use permit granted the Winkels. AWARD OF CONTRACTS confirmed. CONSTRUCTION SPEED ZONES ESTABLISHED as follows: CLATSOP-TILLAMOOK-COLUMBIA-WASHINGTON COUNTIES. Sunset Hwy. Elsie-Strassel Undercrossing Section. DOUGLAS COUNTY. Pacific Hwy. Yoncalla Jct.-Rice Hill. CURRY COUNTY. Oregon Coast Hwy. Thomas Creek Bridge. COOS COUNTY. Coos Bay-Roseburg Hwy. Davis Slough. JACKSON COUNTY. Pacific Hwy. South Ashland Interchange. WASCO COUNTY. The Dalles-California Hwy. 8 Mile Creek-Dufur Section.
33521		
33523		SURVEYS ADOPTED as follows: SHERMAN COUNTY. Sherman Hwy. Wasco-Moro Section.
33524		WASCO COUNTY. The Dalles-California Hwy. White River-Oak Springs Road Section. INSPECTION TRIP. Eastern Oregon. September 19-23, 1962. Itinerary confirmed. HERMAN EDWARDS. Reporter for Oregonian. Special service award presented for accurate reporting of hwy. news. INCREASE IN PROJECT AUTHORIZATION approved for contracts #5828 - #5988. COOS COUNTY. Coos Bay-Roseburg Hwy. Powers Jct.-Sugarloaf Mt. Report on slide conditions. Proposed construction projects report.
33525		DOUGLAS COUNTY. FAS County Road Revision approved. FAS COUNTY ROAD PROJECTS approved for 2 counties. STATE TAX STREET FUND ALLOCATIONS. Last half of 1961 approved. MOTOR VEHICLE REVENUES ALLOCATIONS for first half of 1962 approved.
33526		EXTENSIONS OF TIME REQUESTS on contracts.
33527		CONTRACTS completed and accepted. FINAL CONTRACT PAYMENTS. Change in procedure to expedite final payments to contractors approved. PERMITS. Overwidth-Overlength-Overweight. Revised permit practices and policies approved. PERMITS. Overdimension-Overweight Operation without permit. Changes approved.

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33528	Aug. 9	ENGINEER REPORTS: (Cont.) SPEED ZONES as follows: POLK COUNTY. Willamina-Salem Hwy. Derry area. HOOD RIVER COUNTY. Columbia River Hwy. Multnomah County Line-East Cascade Locks Section FISHING FROM HIGHWAY BRIDGES PROHIBITED on following: Mapleton-Eugene Secdy. Hwy. 4 bridges. Coquille-Bandon Secdy. Hwy. 1 bridge.
33529		LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Crawfordsville covered bridge to be turned over to County. COOS COUNTY. Oregon Coast Hwy. North Bend. Dailey property. Settlement of driveway repairs claim approved. UMATILLA COUNTY. US30 Jct.-Meadow Jct. Section. Financial-construction agreement with County approved. UMATILLA COUNTY. US30 Jct.-Meadow Jct. Section. FAS 760. Construction agreement with County approved. HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Whiskey Creek Section. Water facilities relocation approved.
33530		MULTNOMAH COUNTY. Columbia River Hwy. Columbia Gorge. Snow removal agreement with OWRR&N & UPRR Co. MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. Agreement with Peninsula Drainage District #2. JACKSON COUNTY. Pacific Hwy. Crater Lake & Barnett Road Interchanges illumination agreement with Medford. MULTNOMAH COUNTY. Pacific Hwy. West. Portland. Hamilton St.-Slavin Road throughway agreement with City. SHERMAN COUNTY. Sherman Hwy. Grass Valley-Kent Section. 5 loops of hwy. abandoned.
33531		BENTON COUNTY. Pacific Hwy. West. Corvallis. Seavy Road Jct. traffic signal agreement with City. COMMISSION MEETING DATES confirmed. KLAMATH COUNTY. Green Springs Hwy. Klamath Falls. Main Street crosswalk approved. COOS COUNTY. Oregon Coast Hwy. McCullough Bridge. No parking zone established. LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz-Toledo Section. Abandonment agreement with County approved. MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. Portland north. RR construction agreement approved.
33532		DOUGLAS COUNTY. Pacific Hwy. Yoncalla Jct. Overcrossing. Construction and access agreement approved. UMATILLA COUNTY. Columbia River Hwy. Cold Springs Hwy. Jct. truck scale installation. Contract with Umatilla Electric Co-op. Ass'n., approved.
33535		CONTRACTS. Award of contracts announced. WASCO COUNTY. Columbia River Hwy. The Dalles. Brewery Grade Interchange agreement deferred pending BPR approval.

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33535	1962 Aug. 9	ENGINEER REPORTS: (Cont.) GILLIAM COUNTY. Columbia River Hwy. Arlington Interchange. Revision of plans for interchange denied. DELEGATION PROBLEMS discussed. No action.
33536		WASCO COUNTY. The Dalles West RR Overcrossing construction agreement with OWRR&N approved.
33538		PARKS STUDY REPORT accepted by the Highway Commission.
33539		DELEGATIONS: LANE COUNTY. Springfield. "Q" Street easterly extension and Jasper connection requested.
33540		WASCO COUNTY. The Dalles-California Hwy. Dufur. Petition in favor of by-pass construction presented.

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33542	1962 Sept. 20	RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. CLATSOP COUNTY. Astoria Bridge Project. Expenditure of \$1,000 for removal of 6 buildings approved. PUBLIC SALE OF PROPERTY authorized. DIRECT SALE OF PROPERTY approved. MULTNOMAH COUNTY. Portland. SW Gaines Street and SW Pennoyer Street. Vacation of portions approved. ACCESS CHANGES approved. JOSEPHINE COUNTY. Stockpile site. Relinquishment of 0.52 acre of land to County approved. MARION COUNTY. North Santiam Hwy. Salem-Stout Creek Section. Lake property. Access approved. COOS COUNTY. Coos Bay-Roseburg Hwy. Bridge-Tanner Creek Section. Culver property. Access approved.
33543		CHIEF COUNSEL REPORTS:
33544		CONDEMNATION OF REAL PROPERTY authorized. CONDEMNATION CASES TRIED. Report accepted. CONDEMNATION CASES SETTLED. Report accepted. CONDEMNATION CASES. Offers for property confirmed. FUC MATTERS. Report accepted. DAMAGE CLAIMS. Report on two cases accepted.
33545		"MEMORANDUM OF OIL AND GAS LEASE" with Superior Oil Company of California approved. PILOT ROCK LUMBER COMPANY PERMIT assignments to Georgia-Pacific Pine Mills Company approved. JACKSON COUNTY. Pacific Hwy. 7 Oaks-Neil Creek Section. Warren property. \$96 paid to owners for ditch construction. WESLEY G. BRUER \$1,000 performance bond for proposed oil-gas lease approved. MULTNOMAH COUNTY. Columbia River Hwy. Sauvie Island Bridge-St. Johns Bridge Section. Malarkey lease discussed.
33546		ENGINEER REPORTS:
33547		DESCHUTES COUNTY. Robert W. Sawyer State Park. Agreement with PP&L Company approved.
33548		AWARD OF CONTRACTS confirmed.
33549		CONSTRUCTION SPEED ZONES ESTABLISHED as follows:
33550		MALHEUR COUNTY. Central Oregon Hwy. Harper Jct.-Burrell Section
33551		WASCO COUNTY. The Dalles-California Hwy. Tygh Grade Summit-Tygh Valley Section.
33552		LANE COUNTY. Pacific Hwy. Goshen-Cottage Grove Section.
33553		INCREASE IN PROJECT AUTHORIZATION approved for contracts #6040-#6130-#6112.

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33556	Sept. 20 1962	ENGINEER REPORTS: (Cont.) COMMISSION PROCEDURES explained by Chairman Jackson. LANE COUNTY. Mapleton-Eugene Secdy. Hwy. Veneta area. Return of 2.62 acres of excess property to County approved. COLUMBIA COUNTY. Columbia River Hwy. Longview Bridge. Request for Oregon cooperation from Washington State Hwy. Commission in jurisdiction of bridge. MULTNOMAH COUNTY. Sandy Blvd. Hwy. & NE Portland Hwy. Drainage project agreement with County approved.
33557		FAS COUNTY ROAD PROJECTS approved for 2 counties. BIENNIAL BUDGET for 1963-65. Action deferred. EXTENSION OF TIME REQUESTS on contracts.
33558		CONTRACTS completed and accepted. SURVEYS ADOPTED as follows: WASCO COUNTY. The Dalles-California Hwy. Dufur-Gap Section. WALLOWA COUNTY. Wallowa Lake Hwy. Minam Section. BENTON COUNTY. Corvallis-Newport Hwy. Corvallis. 15th St.-3rd St. Section. No shoulder parking zone established.
33559		CROOK COUNTY. Paulina Secdy. Hwy. Post-Paulina Section. Abandonment agreement approved. ABANDONMENT RESOLUTIONS ADOPTED as follows: WHEELER COUNTY. John Day Hwy. & Shaniko-Fossil Secdy. Hwy. Fossil. CROOK COUNTY. Paulina Secdy. Hwy. Post-Paulina Section. CLEAR LAKE-BELKNAP SPRINGS HWY. #215 opening. Adoption of "Through Highways & Stop Signs Resolution #25." Adoption of amending "Through-Stop Hwy. Resolution #4-m."
33560		MULTNOMAH COUNTY. NE 122nd Ave. UPRR Undercrossing agreement with Hwy. Commission confirmed. LANE COUNTY. Pacific Hwy. Judkins Pt. Interchange Section. Illumination agreement with Eugene approved. MULTNOMAH COUNTY. Columbia River Hwy. West City Limits-St. Johns Bridge Section. Easements with NPRR Company approved. WASCO COUNTY. Interstate Hwy. 80N. The Dalles west. Agreement with US Bureau of Reclamation approved.
33561		CLACKAMAS COUNTY. Mt. Hood Hwy. Anderson Road-Duncan Road Section. Throughway agreement approved. BAKER COUNTY. Old Oregon Trail. Encina and Pleasant Valley RR Overcrossings. Agreement with UPRR approved. MULTNOMAH DRAINAGE DISTRICT #1. Sandy Blvd. Hwy. & NE Portland Hwy. drainage project agreement approved. COMMISSION MEETING DATES confirmed. LINCOLN COUNTY. Oregon Coast Hwy. Taft storm sewer construction project approved.

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33561	Sept. 20 1962	ENGINEER REPORTS: (Cont.) COOS COUNTY. FAS Route #677. Coquille River-Beaver Slough Section. Construction agreement with County approved. COMMISSION MEETING MINUTES approved for August 9, 1962.
33562		MULTNOMAH COUNTY. Mt. Hood Hwy. SE 82nd Ave.-SE 92nd Ave. Section. No parking zones established. SHERMAN COUNTY. Sherman Hwy. Wasco-Moro Section. Encroachment agreement with UPRR Company approved. COOS COUNTY. Coos River Secdy. Hwy. MP 3.84 - MP 14.90. Reclassified from Group 11 to Group 1. BID OPENING scheduled for October 30, 1962. WASCO COUNTY. Columbia River Hwy. Dalles City. Barge Way Frontage Road. Supplemental throughway agreement approved. MULTNOMAH COUNTY. Columbia River Hwy. Sauvies Island Bridge-St. Johns Bridge Section. Linnton Fire Station apparatus room replacement cost. Portland reimbursed.
33563		AGREEMENTS and other papers signed.

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33566	Nov. 1	RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. ACCESS CHANGES approved.
33567		TILLAMOOK COUNTY. Netarts-Sandlake County Road. Cape Lookout State Park. Road extension easement approved. PUBLIC SALE OF PROPERTY authorized. CHIEF COUNSEL REPORTS:
33568		CONDEMNATION OF REAL PROPERTY authorized. CONDEMNATION CASES TRIED. Report accepted.
33570		CONDEMNATION CASES SETTLED. Report accepted.
33574		CONDEMNATION CASES. Offers for property confirmed.
33577		PUC MATTERS. Report accepted.
33578		DAMAGE CLAIMS. Quarterly report accepted. JACKSON COUNTY. Gannaway vs Gannaway case. MULTNOMAH COUNTY. Pacific Hwy. E. Earl McCracken vs Kuckenberg Const. Co. Inc. Report accepted. MULTNOMAH COUNTY. Columbia River Hwy. MP 19.10. State vs Arden Farms Co. Settlement approved.
33579		LANE COUNTY. Pacific Hwy. Bruer oil lease approved. JEFFERSON COUNTY. Warm Springs Hwy. Madras. Comella damage claim of \$44.63 approved. ENGINEER REPORTS: LAKE COUNTY. Fort Rock State Park. Transfer of 160 acres by BLM for park purposes accepted by Commission. LANE COUNTY. Devil's Elbow State Park. Central Lincoln PUD agreement. Amendment approved.
33580		PARKS DEVELOPMENT. Additional land authorized for: CURRY COUNTY. Loeb State Park. 40 acres. COOS COUNTY. William M. Tugman Park. 20.3 acres. COOS COUNTY. Bullard Beach State Park. 125.1 acres. MULTNOMAH COUNTY. Pacific Hwy. Slavin Road slide correction project. Bids received and rejected as too high. CONSTRUCTION SPEED ZONES ESTABLISHED as follows: SHERMAN-GILLIAM COUNTIES. Columbia River Hwy. MP 108.00 - MP 118.00. YAMHILL COUNTY. Pacific Hwy. West. McMinnville area.
33581		INCREASE IN PROJECT AUTHORIZATION approved for contracts #5832 - #6023. MALHEUR COUNTY. Sucker Creek Malheur County Road. Request for preliminary survey denied. HIGHWAY RECLASSIFICATION as follows: LANE COUNTY. Mapleton-Eugene Hwy. Siuslaw Hwy. Jct.-Penn Road. From Group 2 to Group 1. COOS COUNTY. Coos River Hwy. MP 3.85 - MP 7.23. From Group 1 to Special Group 1.

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33582	Nov. 1	<p>ENGINEER REPORTS: (Cont.)</p> <p><u>HIGHWAY RECLASSIFICATION</u> as follows: (Cont.)</p> <p>JOSEPHINE COUNTY. Rogue River Loop Hwy. Grants Pass. MP 7.1. From Group 2 to Group 1.</p> <p>LANE-LINN COUNTIES. Clear Lake-Belknap Springs Hwy. From Group 1 to Special Group 1.</p> <p>CLACKAMAS COUNTY. Canby-Marquam Hwy. From Special Group 1 to 40' Semi-trailer Route.</p> <p>MARION-CLACKAMAS COUNTIES. Woodburn-Estacada Hwy. Pacific Hwy. East-Molalla. To 40' Semi-trailer Route.</p> <p>MULTNOMAH COUNTY. East Burnside & NE Sandy Blvd. 12th Ave.-82nd Ave. Section. Cooperative project with Portland to modernize signal system confirmed.</p> <p>SPECIAL CITY STREET FUND. \$250,000. Allocation of funds to 11 cities approved.</p>
33583		<p>BIENNIAL BUDGET 1963-65. Prior approval confirmed.</p> <p>EXTENSION OF TIME REQUESTS on contracts.</p> <p>Explanation of procedure given by Engineer.</p>
33585		<p>CONTRACTS completed and accepted.</p>
33586		<p>MULTNOMAH-CLACKAMAS COUNTIES. Cascade Secdy. Hwy. Portland-Oregon City Section. Traffic lights installation and speed zone established.</p> <p>WASHINGTON COUNTY. Sunset Hwy. Sylvan west. Pointer property. Frontage road construction confirmed.</p> <p>CECIL W. HEAD REAPPOINTMENT as Assistant Secretary to Highway Commission approved. *</p> <p>WASCO COUNTY. Columbia River Hwy. The Dalles Bypass. Agreement with UPRR Company approved.</p> <p>KLAMATH COUNTY. The Dalles-California Hwy. Klamath Falls. Grade crossing agreement with GNRH approved.</p>
33587		<p>MULTNOMAH COUNTY. Mt. Hood Hwy. Anderson Road-Duncan Road Section. Throughway agreement approved.</p> <p>MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway. Columbia Blvd. area. Haul road agreement with UPRR approved.</p> <p>JACKSON COUNTY. Pacific Hwy. (old). 7 Oaks Interchange-South Ashland Interchange Section designated as Rogue Valley Hwy. #63.</p> <p>WASCO COUNTY. Columbia River Hwy. Memaloose Safety Rest Area. Power Contract with Wasco Electric Cooperative, Inc., approved.</p> <p>SHERMAN COUNTY. Sherman Hwy. Mud Hollow-Thornberry Section. Relocation agreement with UPRR approved.</p> <p>WASHINGTON COUNTY. Farmington Secdy. Hwy. Clark Hill County Road Jct. Agreement with County approved.</p>
33588		<p>DOUGLAS COUNTY. Pacific Hwy. Deady-Shady Section. Culvert agreement with Green Sanitary District approved.</p>

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33588	Nov. 1	<p>ENGINEER REPORTS: (Cont.)</p> <p>HOOD RIVER COUNTY. Hood River Secdy. Hwy. Parkdale. Parallel parking zone established.</p> <p>COMMISSION MEETING DATES confirmed.</p> <p>BID OPENING AND AWARD OF CONTRACTS scheduled for November 20, 1962.</p> <p>COMMISSION MEETING MINUTES for September 20, 1962, approved.</p> <p>MULTNOMAH COUNTY. NE Portland Hwy. Parkrose area. Pipe line crossing agreement with UPRR approved.</p> <p>MULTNOMAH COUNTY. Columbia River Hwy. Portland City Limits-St. Johns Bridge Section. Construction agreement with SP&SRR and NRRR approved.</p>
33589		<p>MULTNOMAH COUNTY. NE Portland Secdy. Hwy. & Sandy Blvd. Hwy. Parkrose storm sewer construction agreement approved.</p> <p>YAMHILL COUNTY. Pacific Hwy. West. Rex Hill-Newberg Section. Throughway agreement approved.</p> <p>WASCO COUNTY. Columbia River Hwy. The Dalles Bypass Section. Supplemental agreement with US Bureau of Reclamation approved.</p> <p>CONTRACTS. Award of contracts announced.</p>
33592		<p>LANE-DOUGLAS COUNTIES. Honeyman & Umpqua Lighthouse State Parks. Public sale of blow-down timber authorized.</p> <p>MARION COUNTY. Silver Falls State Park. Public sale of blow-down timber authorized.</p> <p>TILLAMOOK COUNTY. Oregon Coast Hwy. Little Nestucca Bridge. Fishing prohibited from bridge.</p> <p>HOOD RIVER COUNTY. Columbia River Hwy. Hood River Interchange (east). Move of outfall from drainage pump approved.</p> <p>CHIEF COUNSEL REPORTS: (Cont.)</p> <p>LANE COUNTY. Pacific Hwy. (old). Eugene. Franklin Street vacation. Public sale of 0.20 acre of land authorized.</p>
33593		<p>AGREEMENTS and other papers signed.</p>
33595		<p><u>DELEGATIONS:</u></p> <p>US HIGHWAY 20 improvements. Willamette Valley-Newport. Improvement projects discussed.</p>
33600		<p>TILLAMOOK COUNTY. Oregon Coast Highway improvements. Highway projects discussed.</p>

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33602	Nov. 20	<u>RIGHT OF WAY ENGINEER REPORTS:</u> REAL PROPERTY acquisition approved. ACCESS CHANGES approved. DIRECT SALE OF PROPERTY approved.
33603		LINCOLN COUNTY. Alsea Hwy. Waldport. Relinquishment of Title to piece of land approved. <u>CHIEF COUNSEL REPORTS:</u> <u>CONDEMNATION OF REAL PROPERTY</u> authorized. KLAMATH COUNTY. Sand Creek Secdy. Hwy. #424. Elimination from State Secondary Highway System approved. LINCOLN COUNTY. South Newport Beach State Park. Unger property. Condemnation settlement approved. <u>ENGINEER REPORTS:</u>
33604		<u>SURVEYS ADOPTED</u> as follows: CLACKAMAS COUNTY. Pacific Hwy. Canby-Aurora Section. CLATSOP COUNTY. Columbia River Hwy. Rifle Club Road-Rock Creek Section DOUGLAS COUNTY. Pacific Hwy. Anlauf-Yoncalla Jct. Section. COOS COUNTY. Coos Bay-Roseburg Hwy. Elbow Pt. Section. COOS COUNTY. Coos Bay-Roseburg Hwy. Rock Creek Section. INCREASE IN PROJECT AUTHORIZATION approved for contracts #5967 - #5762 - #5999. Procedure explained.
33605		EXTENSION OF TIME REQUESTS on contracts.
33606		CONTRACTS completed and accepted. CLACKAMAS COUNTY. Cascade Secdy. Hwy. Clackamas Overcrossing-Park Place. Abandonment agreement approved. DESCHUTES COUNTY. The Dalles-California Hwy. Swalley Canal-Revere Ave. in Bend. Abandonment resolution adopted. MULTNOMAH COUNTY. Minnesota Freeway. East Bank-Fremont Interchange. UPRR Yards. Pipeline agreement approved.
33607		JACKSON COUNTY. Rogue River. Depot Street Undercrossing. Lighting agreement approved. WASHINGTON COUNTY. Sunset Hwy. Cornelius Pass Road-Cornell Road Section. Throughway agreement approved. WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton. Cedar Street deceleration lane. Agreement approved. MULTNOMAH COUNTY. Banfield Freeway. Grand Ave.-NE 102nd Ave. Section. Illumination agreement approved. AWARD OF CONTRACTS confirmed.

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33608	Nov. 20	ENGINEER REPORTS: (Cont.) WASCO COUNTY. The Dalles-California Hwy. Dufur-Gap Section. Throughway resolution approved. YAMHILL COUNTY. Willamina-Sheridan Secdy. Hwy. Willamina Grade Crossing. Agreement with SPRR approved. G. S. PAXSON RETIREMENT end of 1962 as Deputy State Hwy. Engineer. Successive appointments as follows: R. L. PORTER as Deputy State Hwy. Engineer. LLOYD SHAW as Assistant State Hwy. Engineer. FRED B. KLABOE appointed Metropolitan Engineer in Portland. COMMENTS by Chairman Jackson and Engineer summarizing Mr. Paxson's outstanding career. CONTRACTS. Award of contracts announced. Analysis to be made regarding the low bids. BAKER COUNTY. Anthony Lakes Secdy. Hwy. Agreement with Champ Bond to plow snow on hwy. approved. AGREEMENTS and other papers signed.
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33613	Dec. 20	RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. ACCESS CHANGES approved.
33615		DOUGLAS COUNTY. Pacific Hwy. Comstock-Anlauf Section. Transmission line crossing agreement with BPA approved. PUBLIC SALE OF PROPERTY authorized. WASHINGTON COUNTY. Tualatin Valley Hwy. Forest Grove-Hillsboro Section. Sutherland property. Release of portion approved. DIRECT SALE OF PROPERTY approved. CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized. Moving costs incurred by property owners discussed. CONDEMNATION CASES TRIED. Report accepted. Hood River County. Mt. Hood Hwy. Fikes Corner-Hood River Section. Bickford case appealed to Supreme Court. Jackson County. Pacific Hwy. 7 Oaks-Neil Creek Section. Phipps case to be reviewed for error in verdict. WASCO COUNTY. The Dalles. Mid Columbia Terminals case. Settlement discussed. CLACKAMAS COUNTY. Mt. Hood Hwy. Anderson Road-Duncan Road Section. Jones-Albel-Eri-Bergh-Eri settlements discussed.
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33623		CONDEMNATION CASES SETTLED. Report accepted. MULTNOMAH COUNTY. Portland. Stadium Freeway. Congregation Shaarie Torah. Settlement approved. MULTNOMAH COUNTY. Columbia River Hwy. Troutdale east. Farrella property. Condemnation settlement approved. WASCO COUNTY. Edward Seufert case settlement approved. CONDEMNATION CASES. Offers for property confirmed. PUC MATTERS. Report accepted. WASHINGTON COUNTY. Sunset Hills Memorial Park. Tualatin Valley Hwy.-Sunset Hwy. road vacation approved. CLATSOP COUNTY. Astoria. Columbia River Bridge. Sale of \$12,000,000 bonds. Bids to be received January 22, 1963. DAMAGE CLAIM. State vs Chas. R. Hunt. Settlement approved. JACKSON COUNTY. Pacific Hwy. Crater Lake Hwy. Interchange. Petition to include 7.08 acres for irrigation approved conditionally. HOOD RIVER COUNTY. Cascade Locks. \$71,185.36 claim against City discussed and deferred. LANE COUNTY. Pacific Hwy. Coburg Road. Claim against Oakway Water District. Settlement in full approved. TILLAMOOK COUNTY. Little Nestucca Hwy. Yach Bridge-Weed Bridge Section. Payment of PUD claim approved.
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33628	Dec. 20	<p>CHIEF COUNSEL REPORTS: (Cont.)</p> <p>MULTNOMAH COUNTY. Sunset Hwy. Highlands Interchange-Marquam Section. Payment of Campbell claim approved.</p> <p>DAMAGE CLAIMS. Report on 2 cases accepted.</p> <p>ENGINEER REPORTS:</p> <p>WALTER L. "LIGHTNING" HALL, Resident Engineer, introduced re Winnemucca-to-the-Sea completion.</p> <p>MARION COUNTY. Silver Falls State Park. Extension of concession agreement with J. L. Campbell approved.</p> <p>AWARD OF CONTRACT confirmed.</p> <p>CONSTRUCTION SPEED ZONES ESTABLISHED as follows:</p> <p>LANE COUNTY. Oregon Coast Hwy. Devil's Elbow Slide Viaduct Section.</p> <p>COOS COUNTY. Coos Bay-Roseburg Hwy. Tanner Creek-Remote Section. West Unit.</p> <p>JACKSON COUNTY. Pacific Hwy. Crater Lake Hwy. Interchange area.</p> <p>SURVEYS ADOPTED as follows:</p> <p>DOUGLAS COUNTY. Pacific Hwy. Sutherlin-Shady Section.</p> <p>JACKSON COUNTY. Pacific Hwy. South Ashland-Wall Creek Section.</p> <p>MULTNOMAH COUNTY. Columbia River Hwy. Burlington-Sauvie Island Bridge Section</p> <p>FAS FUNDS ALLOCATION - 1964. Approved.</p> <p>FAS COUNTY ROAD PROJECTS approved for 4 counties.</p> <p>JACKSON COUNTY. Crater Lake Hwy. Interchange. Traffic corrections and ramps at Biddle Road Jct. approved.</p> <p>WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton. Allen Ave. Jct. Traffic signals approved.</p> <p>EXTENSION OF TIME REQUESTS on contracts.</p> <p>CONTRACTS completed and accepted.</p> <p>SPEED ZONES ESTABLISHED as follows:</p> <p>UNION-UMATILLA COUNTIES. Meacham Oro Dell Section.</p> <p>CLACKAMAS COUNTY. Cascade Secdy. Hwy. Clackamas Overcrossing-Park Place Section. Abandonment resolution adopted.</p> <p>COOS COUNTY. Coos Bay-Roseburg Hwy. Myrtle Pt.-Bridge Section. Abandonment resolution adopted.</p> <p>MARION COUNTY. Salem area. Oregon Correctional Institution. Agreement for growing landscape material confirmed.</p> <p>CLATSOP COUNTY. Oregon Coast Hwy. Youngs Bay Draw-bridge. Electric power permit with SF&SRR Co. approved.</p> <p>MULTNOMAH COUNTY. Portland. SW 3rd Avenue. Arthur-Sheridan Section. Sewer agreement with City confirmed.</p> <p>LINN COUNTY. Pacific Hwy. North Jefferson Jct.-SP Overcrossing Section. Supplemental throughway agreement with County approved.</p> <p>LAKE COUNTY. Adel. Radio Transmitter. Surprise Valley Electrification Corp. Power agreement with Corp. approved.</p>
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33636	Dec. 20	<p>ENGINEER REPORTS: (Cont.)</p> <p>WASCO COUNTY. The Dalles-California Hwy. Sherman Hwy. Jct. Stop sign revision approved.</p> <p>JEFFERSON COUNTY. The Dalles-California Hwy. Culver Hwy. Jct. Stop sign revision approved.</p> <p>MARION COUNTY. Aumsville-Mehama Secdy. Hwy. Aumsville area. Stop sign revision approved.</p> <p>CONTRACTS. Award of contracts announced.</p> <p>"OATH OF OFFICE" administered by Chairman Jackson to: R. L. Porter as Deputy State Highway Engineer.</p> <p>Lloyd P. Shaw as Assistant State Highway Engineer.</p> <p>MULTNOMAH COUNTY. Portland. Fremont Bridge. Right of entry agreement with UPRR to Albina Yards approved.</p> <p>BAKER COUNTY. Haines-Anthony Hwy. Snow agreement with Champ Bond approved.</p> <p>COMMISSION MEETING MINUTES for November 1, and November 20, 1962, approved.</p> <p>COMMISSION MEETING DATES AND BID OPENING confirmed.</p> <p>TILLAMOOK COUNTY. Wilson River Hwy. Fall Creek fish ladder. Agreement with State Fish Commission approved.</p> <p>MULTNOMAH COUNTY. Pacific Hwy. Portland. Marquam Bridge. Overcrossing easement & agreement with SPRR approved.</p> <p>UNION COUNTY. Old Oregon Trail. La Grande. Oro Dell-4th St. entrance project to proceed as previously approved.</p> <p>WALLOWA COUNTY. Wallowa Lake Hwy. Enterprise south. Forest Road Crossing Permit granted Boise Cascade Corp.</p> <p>MULTNOMAH COUNTY. Portland. Accident Coding Agreement extension for 5 years approved.</p> <p>HURRICANE of October 12, 1962. State Hwy. Dept. assistance in clean-up. Statements to cities-counties approved.</p> <p>DOUGLAS COUNTY. Reedsport. Hubbard property. Request for improvement-extension of frontage road denied.</p> <p>SHERMAN COUNTY. Columbia River Hwy. Rufus-Deschutes River Section. Northern route confirmed for construction.</p> <p>LLOYD P. SHAW, Assistant State Highway Engineer.</p> <p>Chairman Jackson expressed words of welcome.</p> <p>AGREEMENTS and other papers signed.</p>
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33644	Jan. 22	<p>COMMISSION BUSINESS:</p> <p>COMMISSION MEETING MINUTES. December 20, 1962.</p> <p>Portion of minutes approved.</p> <p>\$12,000,000 OREGON STATE HIGHWAY BONDS. Series 1963.</p> <p>Astoria. Columbia River Bridge.</p> <p>Bids read by Gordon A. Barker, Deputy State Treasurer.</p>
33645		<p>RIGHT OF WAY ENGINEER REPORTS:</p> <p>REAL PROPERTY acquisition approved.</p>
33646		<p>DIRECT SALE OF PROPERTY approved as follows:</p> <p>CURRY COUNTY. Oregon Coast Hwy. Port Orford-Brush Creek Section. Hubbs property.</p> <p>MULTNOMAH COUNTY. Pacific Hwy. West. Interstate Ave.-Steel Bridge Section. 3 parcels of state owned land.</p> <p>North Larrabee Street. Vacation of portion approved.</p>
33647		<p>ACCESS CHANGES approved.</p> <p>ENGINEER REPORTS:</p>
33648		<p>AWARD OF CONTRACTS confirmed.</p> <p>INCREASE IN PROJECT AUTHORIZATION approved for contract #5812.</p> <p>COOS COUNTY. Powers Secdy. Hwy. Donation of 15-acre tract by Mrs. Ruth Powers accepted.</p> <p>LANE COUNTY. Goshen-Divide Secdy. Hwy. Cottage Grove south. Speed zone established.</p> <p>EMPLOYEES BLANKET BOND - \$50,000. Department of Finance & Administration to call for bids for continuation of coverage.</p>
33649		<p>CLATSOP COUNTY. Oregon Coast Hwy. Astoria Airport Section. Abandonment agreement approved.</p> <p>MULTNOMAH COUNTY. Portland SE. Grand Avenue Viaduct. Easement-agreement with SPRR Company approved.</p> <p>CONTRACT completed and accepted.</p> <p>COMMISSION MEETING DATES confirmed.</p> <p>CHIEF COUNSEL REPORTS:</p> <p>SALARY INCREASES approved for Attorneys Richard Bemis; Joseph Hershberger; Jack Sollis.</p>
33650		<p>AMERICAN INSTITUTE OF REAL ESTATE APPRAISERS.</p> <p>MAI I Appraisal Course - February 3-16, 1963.</p> <p>10 right of way employees authorized to attend.</p> <p>HIGHWAY BONDS. Low bidder announced.</p> <p>AGREEMENTS and other papers signed.</p>

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33652	1963 Jan. 31	<u>RIGHT OF WAY ENGINEER REPORTS:</u> <u>REAL PROPERTY</u> acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. MULTNOMAH COUNTY. Banfield Freeway. 10th & Hoyt Streets. Parcels of excess hwy. r/w not to be offered for sale.
33653		PUBLIC SALE OF PROPERTY authorized. LINN-LANE COUNTIES. Pacific Hwy. Albany-Judkins Pt. Section. Power line crossings agreement with BPA approved.
33654		<u>CHIEF COUNSEL REPORTS:</u> <u>CONDEMNATION OF REAL PROPERTY</u> authorized. CONDEMNATION CASES TRIED. Report accepted. CURRY COUNTY. Floras Lake State Park. Cox property not to be acquired for park purposes.
33657		Hanson & Stewart properties. Acquisition dismissed. CONDEMNATION CASES SETTLED. Report accepted.
33661		CONDEMNATION CASES. Offers for property confirmed.
33664		PUC MATTERS. Report accepted.
33665		DAMAGE CLAIMS. Quarterly report accepted. OIL-GAS-SULFUR LEASE with Standard Oil Company of California approved.
33666		STATE VS E. B. MOORE CASE. Settlement approved. COOS COUNTY. Oregon Coast Hwy. Central Paving Company lawsuit. Contract #5584. Report accepted. CASEY & STONE VS SCENIC AREA COMMISSION & COLUMBIA RIVER GORGE COMMISSION. Oral report presented. UMATILLA COUNTY. Georgia-Pacific Pine Mills Company. Assignment of two permits to Company approved.
		WASCO COUNTY. The Dalles. Shoughway Road. No objection to proposed improvement assessment.
		MULTNOMAH COUNTY. Portland. NE Cherry Court and NE McMillen Streets. Vacation of portion of streets approved.
33667		<u>ENGINEER REPORTS:</u> <u>LINCOLN COUNTY.</u> Devil's Lake State Park sewage disposal agreement renewal with Oceanlake approved. COOS COUNTY. Bandon Ocean Wayside. Negotiations for acquisition of Grave Point 5.1 acres authorized. COOS COUNTY. Bullards Beach State Park. Moore Mill & Lumber Co. Acquisition of Mill property for park purposes discussed. POLK COUNTY. Salem. Wallace Marine Park. Request for acquisition of 500 acres for park denied. STATE PARKS public sale of blown down timber authorized: CURRY COUNTY. Humbug Mt. State Park CURRY COUNTY. Cape Sebastian State Park LANE COUNTY. Joaquin Miller Forest Wayside.
		CONSTRUCTION SPEED ZONES ESTABLISHED as follows:

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33668	Jan. 31	ENGINEER REPORTS: (Cont.) CONSTRUCTION SPEED ZONES ESTABLISHED as follows: MULTNOMAH COUNTY. Banfield Freeway Ramps. LANE COUNTY. Mapleton-Eugene Secdy. Hwy. Noti Bridge area. WASHINGTON-YAMHILL COUNTIES. Pacific Hwy. West. Rex Hill-Newberg Section. COOS-DOUGLAS COUNTIES. Coos Bay-Roseburg Hwy. Remote-Slater Creek Section. SHERMAN COUNTY. Scott Canyon County Road. Preparation of surveys-plans by Hwy. Dept. approved conditionally. STATE GAS TAX ALLOCATION to Cities approved. FAS COUNTY ROAD PROJECTS approved for 3 counties. AASHO MEMBERSHIP DUES - 1963. Payment authorized. EXTENSION OF TIME REQUESTS on contracts. CONTRACTS completed and accepted. FOREST HIGHWAY PROGRAM - 1964. Approved. LINCOLN COUNTY. Siletz Secdy. Hwy. Kernville Post Office. Loading zone established for mail trucks. POLK COUNTY. Request to place the Doaks Ferry Road and Bethel Pass Road on the state secdy. hwy. system denied. LOGS-POLES-PILING PERMITS. Removal of restriction from permit form re 3 highways approved. Amendment to regulations re holiday hauling approved. WASCO-SHERMAN COUNTIES. Columbia River Hwy. UPRR Deschutes River Bridge. Footpath agreement with RR approved. DOUGLAS COUNTY. Pacific Hwy. Winchester. Second RR crossing agreement with SPRR approved. OREGON STATE HIGHWAY BONDS - Series 1963 - \$12,000,000. Favorable opinion from bond attorneys confirmed. COMMISSION MEETING MINUTES approved for December 20, 1962. CONTRACTS. Award of contracts announced. COMMISSION MEETING DATES confirmed. JOSEPHINE COUNTY. Pacific & Redwood Hwys. North and East Grants Pass Interchanges. Illumination agreement approved. WASCO COUNTY. The Dalles-California Hwy. Dufur-Gap Section. Two throughway agreements approved. BAKER COUNTY. Farewell Bend State Park. Construction of marina building authorized. AGREEMENTS and other papers signed. DELEGATIONS: BENTON COUNTY. Corvallis area. Hwy. improvement projects discussed. Issuance of bonds for hwy. construction not favored.
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33679	Jan. 31	DELEGATIONS: (Cont.) COOS COUNTY. Bullards Beach State Park. Moore Mill & Lumber Co. Acquisition of 120 acres for park purposes discussed.
33680		LANE COUNTY. Patterson Tract. Eugene east. Release of public-use-restriction clause on 2 acres requested by Boy Scout Council.

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33682	Mar. 14	RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MULTNOMAH-WASHINGTON COUNTIES. Beaverton-Tigard Hwy. Hinds property. Acquisition of 10.98 acres approved.
33683		MISCELLANEOUS SALES & RENTALS REPORT accepted. ACCESS CHANGES approved. COOS COUNTY. Coos Bay-Roseburg Hwy. Bridge-Tanner Section. Ahrens property. Access approved.
33684		PUBLIC SALE OF PROPERTY authorized.
33685		DIRECT SALE OF PROPERTY approved. LANE COUNTY. Pacific Hwy. Judkins Pt.-Goshen Section. Easement granted to Fir Cove Sanitation Corporation.
33686		DOUGLAS COUNTY. Pacific Hwy. Oakland Jct.-Wilbur Section. R/W easement granted to Pacific Power & Light Company. MARION COUNTY. Pacific Hwy. East. Salem Bypass Section. Exchange of deeds with Baptist Church approved. CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized.
33688		CONDEMNATION CASES TRIED. Report accepted.
33691		CONDEMNATION CASES SETTLED. Report accepted.
33694		CONDEMNATION CASES. Offers for property confirmed.
33695		PUC MATTERS. Report accepted. DAMAGE CLAIMS ABANDONMENT approved for 15 claims. LEGAL PROCEEDINGS against Commission reported on: Clifford Eilers & Colonial Ins. Co. vs State. Henry T. Doner & State Farm Ins. Co. vs State.
33696		MULTNOMAH COUNTY. Portland. NE 9th Ave. & NE Hoyt St. Request by Lloyd Corp. for vacation of streets approved. MULTNOMAH COUNTY. Pacific Hwy. East Marquam Interchange Section. Sale of excess land to the Lowens approved. COOS COUNTY. Oregon Coast Hwy. Bandon. Transfer of 3 parcels of excess property to City approved. LANE COUNTY. State Board of Higher Education. Conveyance of 2.78 acres to Boy Scouts Council approved. BENTON COUNTY. Alsea Hwy. Digger Creek Bridge damage by Gee Logging Company. Legal proceedings authorized. HOOD RIVER COUNTY. Columbia River Hwy. Hood River. Annexation of Hood River Interchange into City approved.
33697		ENGINEER REPORTS: (Cont.) MULTNOMAH COUNTY. Crown Point State Park. Acquisition of 3.22 acres of land for park purposes authorized. AWARD OF CONTRACTS confirmed. JACKSON COUNTY. Sams Valley Secdy. Hwy. Settlement of fire damage with State Dept. of Forestry approved. DOUGLAS COUNTY. Roseburg. Bellows St.-Spruce St. Project. Contract #6115. Payment of Horn damage claim approved.

Page	Date	Subject
33698	Mar. 14 1963	<p>ENGINEER REPORTS: (Cont.)</p> <p>CURRY COUNTY. Oregon Coast Hwy. Hunter Creek County Road-Brookings Section. Reclassification from Special Group 1 to Dromedary and/or 40' Semitrailer Route confirmed.</p> <p>LOAD LIMITS placed and removed as follows:</p> <p>UMATILLA COUNTY. Pendleton-John Day Hwy. Nye Jct.-Battle Mt. Park Section.</p> <p>UNION COUNTY. Ukiah-Hilgard Hwy. Meadow Creek-Grande Ronde River Bridge Section.</p> <p>STRUCTURAL STEEL FABRICATION in Continental United States approved.</p> <p>CLATSOP COUNTY. Columbia River Bridge. Astoria. Use of domestic steel only approved.</p> <p>YAMHILL COUNTY. Salmon River Hwy. Transfer of old Willamina River Bridge to County approved.</p> <p>FAS COUNTY ROAD PROJECTS approved for 5 counties.</p> <p>EXTENSION OF TIME REQUEST on contract.</p> <p>CONTRACTS completed and accepted.</p> <p>SURVEYS ADOPTED as follows:</p> <p>BENTON COUNTY. Albany-Corvallis Hwy. Bowers Slough Section.</p> <p>BENTON COUNTY. Alsea Hwy. Alsea Mt. Section.</p> <p>LINCOLN COUNTY. Corvallis-Newport Hwy. West Unit-Coast Range Summit Section.</p> <p>HARNEY COUNTY. Lakeview-Burns Hwy. Riley South Section.</p> <p>GRANT COUNTY. John Day Hwy. Flat Creek-Fields Creek Section.</p> <p>JOSEPHINE COUNTY. Redwood Hwy. Hegan Creek-Selma Section.</p> <p>LINN COUNTY. Corvallis-Lebanon Hwy. Corvallis-Orleans Section.</p> <p>SPEED ZONE ESTABLISHED as follows:</p> <p>BENTON COUNTY. Pacific Hwy. West. Corvallis area.</p> <p>ABANDONMENT RESOLUTIONS ADOPTED as follows:</p> <p>LINCOLN COUNTY. Alsea Hwy. Five Rivers Section.</p> <p>UNION COUNTY. Wallowa Lake Hwy. Rhinehart-Elgin Section.</p> <p>CLATSOP COUNTY. Oregon Coast Hwy. Astoria Airport Section.</p> <p>WASCO COUNTY. Redesignation of portions of highways to the Mosier-The Dalles Hwy. and The Dalles-California Hwy. approved.</p> <p>POLK COUNTY. Independence. Fifth Street improvement. Agreement approved.</p> <p>LINCOLN COUNTY. Sams Creek County Road (FAS 932). Siletz River Bridge. Cooperative construction agreement approved.</p>
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33702	Mar. 14 1963	<p>ENGINEER REPORTS: (Cont.)</p> <p>THROUGHWAY AGREEMENTS APPROVED as follows:</p> <p>SHERMAN COUNTY. Columbia River Hwy. Celilo-Biggs Section.</p> <p>SHERMAN COUNTY. Columbia River Hwy. Biggs-Rufus Section.</p> <p>JACKSON COUNTY. Pacific Hwy. South Ashland Interchange-Wall Creek Section.</p> <p>MULTNOMAH COUNTY. Columbia River Hwy. West Portland City Limits-St. Johns Bridge Section. Supplemental agreement with NPRR approved.</p> <p>LOG HAULING RESOLUTION #24i adopted for vehicles limiting height allowance to 13' 6".</p> <p>COMMISSION MEETING MINUTES approved for January 22, and January 31, 1963.</p> <p>COMMISSION MEETING DATES confirmed.</p>
33703		<p>CONTRACTS. Award of contracts deferred to later in meeting.</p> <p>TILLAMOOK COUNTY. Oregon Coast Hwy. Garibaldi-Bay City Section. Supplemental throughway agreement approved.</p> <p>LINN COUNTY. Albany-Junction City Hwy. Corvallis-Lebanon Hwy. Jct. Stop sign revision approved.</p> <p>OREGON STATE UNIVERSITY SOIL TESTING AGREEMENT. Renewal for first 6 months of 1963 approved.</p>
33704		<p>TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City-Garibaldi Section. Two easement agreements with SPRR approved.</p> <p>LANE COUNTY. Eugene-Springfield Hwy. ("Q" Street Route). Woodburn-Springfield Branch RR Crossing. Construction easement agreements with SPRR approved.</p> <p>HOOD RIVER COUNTY. Columbia River Hwy. Hood River RR Overcrossing. Supplemental agreement with OWRR&N Co. & UPRR approved.</p> <p>SHERMAN COUNTY. Sherman Hwy. Wasco-Moro Section. South Unit. Construction agreement with Moro approved.</p>
33705		<p>JACKSON COUNTY. Rogue Valley Hwy. & Medford-Provolt Hwy. Medford drainage project agreement approved.</p> <p>MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway Section. Portland. Traffic signals agreement approved.</p> <p>JACKSON COUNTY. Crater Lake Hwy. Pacific Hwy. Jct. Medford. 3-way drainage agreement approved.</p> <p>JACKSON COUNTY. Central Point. Pine Street. Front St.-Haskell St. Section. Improvement agreement approved.</p> <p>SHERMAN COUNTY. Columbia River Hwy. Rufus-John Day River Section. Report on change in hwy. alignment accepted.</p> <p>CONTRACTS. Award of contracts announced.</p>

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33708	Mar. 14	DELEGATIONS: MORROW COUNTY. Heppner Hwy. Heppner-Arlington Section. Hwy. improvements discussed.
33709		TILLAMOOK COUNTY. Oregon Coast Hwy. Hwy. improvements requested.
33710		CEMENT INDUSTRY OF OREGON. Merits of portland cement over asphalt surfacing presented. <u>AGREEMENTS</u> and other papers signed.

Salem, Oregon
April 3, 1962

At 9:30 a.m., Mr. Kenneth N. Fridley, Commissioner, and Mr. Glenn L. Jackson, Commissioner, accompanied by Mr. M. K. McIver, former Chairman of the State Highway Commission, and Mr. David B. Simpson were in Governor Mark O. Hatfield's office for the purpose of administering the Oath of Office to Mr. David B. Simpson as State Highway Commissioner, replacing Mr. McIver, retired. Mr. Warne Nunn, Executive Assistant to the Governor, administered the Oath of Office to Mr. Simpson.

The Oregon State Highway Commission met in special session at 10:00 a.m. in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Former Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
Walter Wright, Right of Way Engineer
C. H. Maison, Auditor
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. McIver acted as temporary Chairman for the purpose of electing a new Chairman for the State Highway Commission. Commissioner Fridley moved that Commissioner Jackson be elected as Chairman. The motion was seconded by Commissioner Simpson and the Secretary was instructed to record a unanimous ballot for Mr. Jackson as Chairman of the State Highway Commission.

The Right of Way Engineer presented for consideration options, pages 1 through 13, secured for acquisition of real property that is needed for state highway right of way or for other purposes. Particularly he called attention to the options from the Portland Development Commission for properties to be acquired for highway purposes in the Portland Urban Renewal Project. He explained that there is an unresolved question of participation by the Bureau of Public Roads concerning the 3-1/8% interest charge. The Bureau is restudying their decision, and he recommended that the Commission approve these options so that when the question of Bureau participation in the interest charge is resolved, these transactions can be closed immediately, thus stopping payment of further interest. The Chief Counsel pointed out that a decision on this matter by the Bureau of Public Roads is awaiting a letter from the Housing and Home Planning Administration stating that they will not relieve the Portland Development Commission of the 3-1/8% interest payment. The Chief Counsel also commented that the amount of interest

April 3, 1962

involved is now \$35,000; however, since these properties are all partial takings, it would cost \$138,000 if severance damages were paid on them. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked "Right of Way Resolution", dated April 3, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations, Report of Offers".

"Indentures of Access" were presented by the Right of Way Engineer covering changes in points of access to highways by property owners. The Commission approved the following "Indentures of Access":

- (1) Alex and Effie McKinzey, and Hilton H. and Bonita M. Paulman property, File No. 12035, on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County, involving a change in an existing point of access and construction of deceleration and acceleration lanes at the cost of the property owners, as provided under "Throughways and Right of Access Resolution No. 4a".
- (2) Alma and Lenore Fields property, File No. 25549, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, involving a change in an existing point of access, restricted to transportation of farm products.
- (3) Robert D. and Lila A. Ocheltree property, File No. 31635, on the Sugarloaf Mountain-McMullen Creek Section of the Coos Bay-Roseburg Highway in Coos County, involving a change in location of an existing access, unrestricted as to use.
- (4) James and Audrey Hayes property, File No. 9426-A, on the Eugene-Springfield Junction Section of the Pacific Highway in Lane County, involving a change in location and width of an existing point of access, and construction of deceleration and acceleration lanes, as provided under "Throughways and Right of Access Resolution No. 4-a", in which the property owners pay the cost of the deceleration and acceleration lanes.

Authority for public sale of three parcels of excess highway property was requested by the Right of Way Engineer. Need for the properties, he stated, has been cleared with the Engineering Division and access provisions as proposed are consistent with departmental policy as practiced in the vicinity of each parcel. The recommended minimum sale price is based upon appraised value or on an offer which exceeds appraised value. Following his favorable recommendation, the Commission authorized public sale of the following parcels of property:

- (1) 1,950 square feet of land, File No. 24999, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway, Multnomah County, for not less than \$429 and subject to a clause in the deed prohibiting excavation which might cause slides or debris upon land occupied by relocated S. W. Kelly Avenue. No access is permitted to the Interstate Highway and an advertising sign restriction is to be imposed.
- (2) 0.17 acre, File Nos. 20615 and 20616, on the Zig Zag-Rhododendron Section of the Mt. Hood Highway, Clackamas County, for not less than \$350. No access is to be permitted to the reconstructed Mt. Hood Highway.
- (3) 12.85 acres, File No. 27506, on the Albany-Judkins Point Section of the Pacific Highway, Linn County, for not less than \$700. No access is to be permitted to the Interstate Highway and an advertising sign restriction is to be imposed.

The Commission considered an agreement with the U. S. Bureau of Public Roads and the Washington State Highway Commission regarding the programming with Federal-aid funds of the Astoria Bridge across the Columbia River, including the approaches thereto. The agreement provides, among other things, that the bridge will be operated and maintained toll free after the date of the final repayment. The Engineer explained that in order to make the Astoria Bridge eligible for future Federal-aid participation in the payment of the principal of the bonds, should the Highway Commission elect to do so, it is necessary for the Commission at this time to make a token programming of approximately \$154,000 of Federal-aid funds. Such programming, he added may be changed at any future time by the Commission. The Oregon approach, he pointed out, is exempted from the general bridge agreement by law, and the Commission has already programmed Federal-aid funds for it. The Commission approved the agreement.

The Chief Counsel presented the matter of reconveyance to the City of Portland, through the Portland Development Commission, of a parcel of land in Block 14, Caruthers Addition to the City of Portland. He explained that the deed to this property has been recorded by the State but no payment has been made for the land. The area, he stated, is being replatted and if and when this property is conveyed to the State, it will be conveyed by a description referring to the new plat rather than the one contained in this deed; also, since this land is located in the S. W. Portland Urban Development area, it would be desirable to handle this property at the same time the others are acquired as one complete transaction. The Commission approved the reconveyance consisting of 5,409 square feet of land.

A proposed settlement in the case of the City of Portland vs. the State of Oregon for alleged damages sustained by the City caused by earth movement at the Portland Zoo on the Sunset Highway was presented by the Chief Counsel. He recalled that the City had sued the State for \$225,000, but has now agreed to settle the suit for the sum of \$62,500 and will give a complete

release from all future claims for damage because of the slide condition in the zoo area. He pointed out that in fact the City and the State Highway Department had operated as a joint venture in highway construction and construction of roads for the City in this area, and even though the work had been performed with the prior consent of the City, there was the possibility that such construction had contributed to earth movement in that vicinity. Commissioner Simpson inquired if the settlement provided that the State be released from liability for all past, present, and future slide conditions. The Chief Counsel said that it does, unless the State performed additional work in the area. Upon his favorable recommendation, the Commission approved the settlement.

The Chief Counsel also brought up a proposed settlement with Pacific Power and Light Company for the purchase of land in the Cascade Gorge-Forest Boundary Section of the Crater Lake Highway in Jackson County. He stated that he had received telephonic approval from Chairman Jackson for settlement in the amount of \$13,959, or \$500 more than the State's offer. As the proposed settlement amount is not a substantial increase over the State's offer, he recommended that the Commission approve an option for the sum of \$13,959, and that the Commission by document accept the option as requested by the Company. The Commission approved the option.

The Engineer stated that the Parks Advisory Committee had considered plans for developing Newburgh State Park, located approximately seven miles north of Port Orford in Curry County and bordering on Floras Lake. The Committee had also considered changing the name of the park and had unanimously agreed that it be called "Floras Lake State Park". A check revealed that there is no commitment in the deed by which the property was acquired in regard to any particular name for the park. He recommended that the park be named "Floras Lake State Park". The Commission accepted his recommendation and adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "State Park Resolution No. 3-4p".

Plans for development of the park, he continued, indicate a need for additional beach and lake access at the north end of the existing park. Purchase of four tracts of land, consisting of approximately 160 acres, would make available an additional one and one-half miles of ocean beach and approximately one mile of the west side of Floras Lake. Two appraisals were made on the following areas:

		O.S.H.D. Appraiser	Fee Appraiser
H. H. Hansen	95.54 acres	\$4,200	\$8,000
Iva Wittman	20.94 acres	2,100	4,400
Rossiter Wittman	39.30 acres	3,700	7,700
J. A. Hill	5.00 acres	500	1,500

The Parks Advisory Committee, he stated, had recommended that these parcels be acquired, by condemnation if necessary. He recommended that authority be granted to negotiate for the acquisition of these properties. The Commission granted the authority, including authority to condemn the property, if necessary.

A renewal lease with the Bureau of Land Management covering land used for Susan Creek State Park in Douglas County and the leasing of additional property was brought up by the Engineer. The state park, he commented, contains facilities for picnicking and 22 overnight campsites. The additional property is desirable in that it will provide a buffer zone to protect the natural values of the park and the highway. He recalled that the Highway Commission at its meeting, November 5, 1959, had authorized negotiation for the lease. He recommended that the lease, which covers a 20-year period at a cost of \$37 per year, be approved. The Commission approved the lease and authorized the Secretary to sign it in behalf of the Commission.

The Engineer reported that he had awarded a contract referred to him by the Commission to award when certain conditions had been fulfilled. These conditions have been met. The Commission confirmed his award of the following contract:

- (1) N. E. 122nd Avenue Structure, grading and paving of Sandy Boulevard and U. P. R. R. Overcrossings, Multnomah County. Bids received February 28, 1962. Contract No. 6052 awarded March 16, 1962, to Birkemeier Construction Company, Milwaukie, low bidder.

Under authority previously granted to him, the Engineer reported he had ordered the placement of temporary construction speed zones for the protection of the traveling public within highway construction projects as follows:

- (1) 35MPH on the Oregon-Washington Highway between M.P. 23.50 and M.P. 23.74 in Umatilla County, effective 8 a.m., March 8, 1962.
- (2) 35MPH on the Battle Creek-Illahee Section of Pacific Highway in Marion County, between M.P. 52.64 and M.P. 54.79, effective 8 a.m., March 19, 1962.

The Commission confirmed placing of the construction speed zones.

Surveys covering relocation or reconstruction of sections of State Highways were presented by the Engineer. Each of the proposed surveys, he stated, has had careful engineering consideration in order to provide the best possible highway facility commensurate with the needs of the traveling public and the cost of the project. Following his favorable recommendation, the Commission approved the following surveys and adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Survey Resolution Nos. 250 and 251".

- (1) North Yamhill River-McMinnville Section of the Pacific Highway West in Yamhill County. A public hearing was held in McMinnville, February 20, 1962.

(2) Typh Grade Summit-Butler Canyon Section of The Dalles-California Highway in Wasco County.

A proposed settlement of \$100 to Frank Rinck, of Rainier, for damages to his property was presented by the Engineer. He explained that in making a location survey between Delena and Rainier about a year ago, the crew had cut a line through a second-growth thicket and had crossed a field planted to clover. Mr. Rinck, he stated, has agreed to accept the sum of \$100 in complete payment for damages, and he recommended that he be paid this amount. The Commission approved the payment.

Relinquishment of rights to a stock pass by Ben and Harold Taylor at M.P. 14.40 on the Shaniko-Fossil Highway in Wasco County was presented by the Engineer. He explained that the wooden structure has deteriorated and needs repair. Mr. Taylor has stated that he no longer uses the cattle pass in his operations and has agreed to release the State from its obligation to maintain it. The Engineer recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A 1965 ABC Federal-aid Program VIII was presented by the Engineer. He pointed out briefly that this program had been discussed with the Commission on March 19, 1962, and had been tentatively approved at that time. However for the approval to be of proper record he recommended that it be formally approved at this time. The Commission approved the following Federal-aid Program:

1965 ABC FEDERAL-AID PROGRAM VIII

DIVISION I				
Highway	Section	Length	Type of Work	Total \$
URBAN				
Sunset	Highlands Interchange-Stadium Freeway	1.7	Continue R/W G P S	\$ 810,000
Beaverton-Tigard	Cedar Hills-Beaverton	2.5	Continue R/W	1,000,000
				<u>1,810,000</u>
PRIMARY				
Mount Hood	Anderson Road - Duncan Road	6.1	Complete 4 lane, G P S	815,000
Cascade	Parkplace - Oregon City	1.0	Complete R/W	200,000
	Reserve			<u>40,000</u>
				<u>1,055,000</u>

April 3, 1962

(Continued)

Highway	Section	Length	Type of Work	Total
SECONDARY				
Beaverton-Tigard	Beaverton - R. H. Baldock Freeway	4.8	Continue R/W	\$ 505,000
DIVISION II				
URBAN				
Corvallis-Lebanon	Willamette River Bridge Sec. (Corvallis)	1.1	Str., G P	300,000
	Reserve	- -	- - - -	<u>205,000</u>
				<u>\$ 505,000</u>
PRIMARY				
Oregon Coast	Astoria - Camp Rilea N. Unit	3.3	Complete G P S	660,000
Oregon Coast	Oregon Approach Astoria Megler Bridge	- -	G P S	1,250,000
Willamina-Salem	Independence Jct. - Salem (part)	- -	4-Lane, G P S	1,135,000
				<u>\$3,045,000</u>
SECONDARY				
Corvallis-Lebanon	Willamette River Bridge (Corvallis)	1.1	Str., G P	400,000
Alsea	Alsea Mountain Section	- -	Complete G P	365,000
				<u>\$ 765,000</u>
DIVISION III				
URBAN				
Springfield	2nd Street-3rd Street Couplet	1.2	Complete G P *	300,000
Military Avenue	Military Ave.-Harvard Ave. (Roseburg)	--	Complete G P	100,000
	Reserve			<u>200,000</u>
				<u>\$ 600,000</u>
* \$82,000 State matching share to be contributed by Springfield				

April 3, 1962

(Continued)

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type of Work</u>	<u>Total</u>
<u>PRIMARY</u>				
Eugene-Springfield	10th St.- Highbanks Road	1.8	P S	\$ 755,000
Coos Bay-Roseburg	Myrtle Point - Camas Valley	- -	Continue G P S	<u>815,000</u> 1,570,000
<u>SECONDARY</u>				
Elkton-Sutherlin	Kellogg Bridge-Yellow Creek	4.0	G P.	1,015,000
DIVISION IV				
<u>URBAN</u>				
Klamath Falls-Lakeview	Altamont Canal - Homedale Road	1.0	4-Lane	\$ 170,000
<u>PRIMARY</u>				
Central Oregon	Horse Ridge Section (Part)	3.5	Grading	540,000
McKenzie	Deschutes River - Redmond	3.3	G. P.	<u>460,000</u> \$1,000,000
<u>SECONDARY</u>				
Klamath Falls-Lakeview	Altamont Canal - MP 4.75	1.5	Part 4-Lane R/W GP	215,000
Mt. Hood	Parkdale - Hood River	- -	Continue GPS	200,000
	Reserve	- -	- -	<u>115,000</u> \$ 530,000
DIVISION V				
<u>URBAN</u>				
	Reserve			165,000
<u>PRIMARY</u>				
Old Oregon Trail	Oro Dell - La Grande Urban Limits	- -	G P	195,000

April 3, 1962

(Continued)

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type of Work</u>	<u>Total</u>
<u>PRIMARY</u>				
John Day	Flat Creek - Fields Creek	5.6	G P S	\$ 940,000
	Reserve		R/W	<u>45,000</u> 1,180,000
<u>SECONDARY</u>				
Frenchglen	Narrows - Frenchglen (Selected)	10.0	G. O. S.	500,000
Baker-Homestead	Middle Bridge Rd. - Love Bridge	4.2	G. P. To complete	85,000 \$ 585,000

Under authority granted by the Commission in Miscellaneous Resolution 94a, the Engineer reported that he had ordered signs installed on the Green Springs Highway, Klamath County, indicating a reduced load limit because of thawing roadbed. The reduced limit allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles was placed in effect 8:00 a.m., March 28, 1962, between M. P. 34.3 and M. P. 59.21 at a junction with The Dalles-California Highway. The Commission confirmed placing of the reduced load limit. The Engineer also reported that because of improved subgrade and surface conditions, he had authorized removal of a reduced load limit, effective 8:00 a.m., March 30, 1962, from M. P. 50.0 to M. P. 59.21 on the Green Springs Highway. The Commission confirmed the Engineer's action in regard to the reduced load limits.

The Engineer reported that Contract Nos. 5592, 5970, and 5980 for highway construction have been completed in accordance with requirements of the contracts or modification thereof and said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Completed Contracts Resolution No. 110".

A resolution prohibiting shoulder parking on the Oakland-Shady Highway, south of Roseburg, Douglas County, was presented by the Engineer. The Maintenance Superintendent and the State Police had called attention to a hazard to traffic caused by vehicles parking on the highway shoulders near the Dodge Furniture Auction. He recommended that shoulder parking be prohibited on both sides of the Oakland-Shady Highway between a point 350 feet north of Green Siding Road and a point 250 feet south of Grant Smith Road.

April 3, 1962

The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "No Parking Resolution No. 238".

Attention was given to a request made by Mr. Bob Hart, Grants Pass, that parking be prohibited on the shoulders of the Williams Highway, south of Grants Pass. The Engineer stated that an investigation revealed a hazardous condition in the vicinity of an auto parts and wrecking yard. Vehicles parked on the highway shoulders restrict sight distance for drivers leaving the driveways. Off-street parking is available but is not being used. He recommended that shoulder parking be prohibited on both sides of the Williams Highway between a point 0.12 mile north of New Hope Road and a point 150 feet north of New Hope Road. The Commission approved his recommendation and adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "No Parking Resolution No. 239".

In response to a number of complaints the Engineer stated that an investigation had been made concerning traffic hazards at the intersection of the Scholls Highway and Allen Avenue in Washington County. Among facts disclosed by the investigation it was determined that there had been a sharp increase in accidents at this intersection during 1961. He recommended that signs be installed to make the intersection a four-way stop. The Commission approved his recommendation and adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Through Highways and Stop Signs Resolution No. 4k".

Out-of-state travel expenses were recommended by the Engineer and approved by the Commission for the following people:

- (1) Forrest Cooper, State Highway Engineer, and G. S. Paxson, Deputy State Highway Engineer, to attend AASHO Road Test meeting at St. Louis, Missouri, May 16-18, 1962, at an estimated cost of \$315 each.
- (2) L. I. Lindas, Chief Counsel, and Walter T. Wright, Right of Way Engineer, to attend Annual Conference of American Right of Way Association in Minneapolis, Minnesota, during the week of May 21-26, 1962, at an estimated cost of \$675 for both men.

An agreement with Southern Pacific Railroad Company covering replacement of poles and light fixtures at a grade crossing of the Beaverton-Tualatin Highway near Tualatin in Washington County was presented by the Engineer. The replacement, he stated, is estimated to cost the State \$295, and he recommended that the work be performed as the existing facilities have deteriorated to the point where the replacement is necessary. The Commission approved the agreement.

Attention was given to a proposed agreement with the City of Pendleton covering maintenance of a triangular piece of land at the junction of the Old Oregon Trail Highway and the Oregon-Washington Highway. The Engineer explained

briefly that the tract had been maintained by the City under two prior agreements. He recommended that the agreement be entered into for a period of 10 years with the provision that it may be terminated upon 30 days' notice from either party, or by mutual agreement of the parties, and that the agreement may be extended for an additional period or periods of 10 years upon mutual agreement. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Engineer stated that continuous and single trip permits are being written to allow overwidth loads up to 10 feet wide without flag escort over approximately 3,000 miles of state highways. It was his opinion that this would be a great aid to industry and would tend to relieve traffic congestion by elimination of the flag escorts previously required for the protection of the Commission; however, he recommended the installation of narrow bridge signs on 11 structures. Most of these structures will be eliminated by reconstruction in the foreseeable future. The Commission approved a sign for installation on certain bridges containing the text, "Overwidth Loads One Way Traffic On Bridge" and ordered that it be entered as an official sign in the "Oregon Manual on Uniform Traffic Control Devices".

The Commission confirmed telephonic authority given by Chairman Jackson for the Secretary to sign agreements with 15 cities concerning allocation of Special State Tax Street Funds. The projects were approved by the Commission on November 15, 1961.

The Commission considered and, upon favorable recommendation of the Engineer, approved a supplemental agreement with Union Pacific Railroad Company concerning the Second Hood River Overcrossing on the Columbia River Highway in Hood River County.

The next regular Highway Commission meeting was confirmed for April 13, 1962. The Commission also set the date of May 25, 1962, for the following meeting and instructed that the meeting start at 9:00 a.m., and that delegations be scheduled before noon. Commissioner Fridley stated that he would attend the opening of bids in Salem on April 11, 1962.

Commissioner Fridley inquired as to the status of construction on the Columbia River Highway in The Dalles. The Engineer stated that the project is being delayed because the Union Pacific Railroad has not yet approved the agreement pertaining to their property. They claim that they are waiting for engineering information from their Omaha, Nebraska, office. The Chief Counsel was of the opinion that condemnation would not expedite construction. Commissioner Fridley then inquired if a portion of the project not concerning railroad property could be offered for contract. The Engineer replied that the nature of the project is such that it would not be economically feasible to split it up. He recommended that efforts be continued to secure the agreement and that no permit of entry be used.

The matter of rates to be charged for overnight camping in state parks and the closure of certain state parks to overnight camping during the winter months was discussed. The Engineer recalled that a protest had been made by owners of private trailer camps objecting to the fee of \$1.50 per

night for trailers and to the keeping open of certain state parks for overnight camping during the winter months. After a preliminary study, the State Parks and Recreation Advisory Committee, he stated, had suggested raising the rates and closure of the camping facilities during the winter months. A storm of protests arose over this contemplated action, and as a result of the protests, the matter was reconsidered by the Parks Advisory Committee, who have recommended that it be left status quo -- that the rates remain as they are and that no change be made with respect to winter closing. He also presented to the Commission a resolution outlining charges to be made for the use of state parks, which are the same rates for overnight camping as were charged in 1961. This resolution, he added, is prepared so that these charges will remain in effect until amended or rescinded by the Commission. Upon his favorable recommendation, the Commission approved the resolution, which by this reference is made a part hereof and filed in the Secretary's Office as "State Park Resolution No. 22".

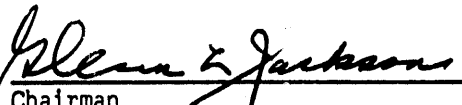
The Chief Counsel mentioned that the U. S. Bureau of Public Roads had requested the Highway Commission to adopt a resolution ratifying the agreement for construction of a bridge across the Columbia River at Astoria, in addition to signing the agreement. The Commission adopted the resolution, which by this reference is made a part hereof and filed in the Secretary's Office as "Miscellaneous Resolution No. 235".


Chairman Jackson inquired as to progress being made on construction of the booth in Seattle sponsored by the Oregon State Highway Department, for use during the Century 21 Exposition. Mr. Jordan, Travel Information Director, outlined the progress that has been made, and in addition stated that the feeling is growing that the Seattle Exposition will considerably increase the number of tourists in Oregon.

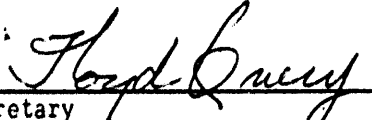
In response to Chairman Jackson's inquiry concerning the status of the Parks Study report, Mr. P. M. Stephenson, Assistant State Highway Engineer, reported that a meeting is scheduled within the next 10 days with the State Parks and Recreation Advisory Committee, and the report will be ready except for any minor revisions that the Advisory Committee or the Commission may wish to make.

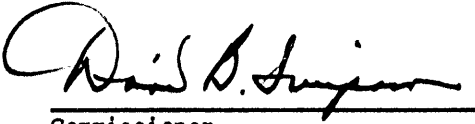
There being no further business to consider, the meeting was declared adjourned at 11:00 a.m. by Chairman Jackson.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

April 3, 1962

Salem, Oregon
April 13, 1962

The Oregon State Highway Commission met in regular session at 10:00 a.m., in the Conference Room of the State Highway Building. Present were:

Glenn L. Jackson, Chairman
Kenneth N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

The Commission approved the minutes of the meeting held on March 2, 1962.

The Right of Way Engineer presented for consideration options, pages 1 through 46, secured for acquisition of real property needed for state highway right of way or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked "Right of Way Resolution", dated April 13, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations, and Report of Offers".

The Property Manager's report covering sales of miscellaneous properties and rentals was submitted by the Right of Way Engineer. He pointed out that miscellaneous sales made since the last report totalled \$30,946. Rental receipts for the month of February totalled \$4,813.40. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of property which are no longer required for highway purposes. Need of these properties for highway use has been checked and cleared through the Engineering Division. Access provisions as proposed are consistent with departmental policy as practiced in the vicinity of each parcel, and the recommended minimum sale price is based upon appraised value or upon an offer which exceeds appraised value. Based upon his favorable recommendation, the Commission authorized public sale of the following properties and thereupon adopted resolutions relative thereto, marked "Real Property Resolution Nos. 348 through 350", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 6,100 square feet of land, File No. 14856, on the 42nd Avenue-92nd Avenue Section of the Columbia River Highway,

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Multnomah County, for not less than \$2,500. Access is to be restricted to N. E. Clackamas Street only and an advertising sign restriction is to be imposed. (See "Real Property Resolution No. 348").

- (2) 0.12 acre of land, File No. 16788, on the Broadway Street-Franklin Boulevard Section of the Pacific Highway, Lane County, for not less than \$9,750. Sale is to be subject to the right of adjacent owners to light, view, air, and access. (See "Real Property Resolution No. 349").
- (3) 0.08 acre of land, File No. 16788, Broadway Street-Franklin Boulevard Section of the Pacific Highway, Lane County, for not less than \$9,900. No restrictions are to be imposed. (See "Real Property Resolution No. 350").
- (4) 0.56 acre of land, File No. 21725, on the Sandy-Firwood Creek Section of the Mt. Hood Highway, Clackamas County, for not less than \$550. No access is to be permitted to the Mt. Hood Highway.

Direct sale of a parcel of property was presented by the Right of Way Engineer. It is proposed, he stated, to sell 4,900 square feet of land, File No. 12611, on the North Bend-Marshfield Section of the Oregon Coast Highway, Coos County, to the City of Coos Bay for the sum of \$3,700. Sale price, he stated, is based upon competent appraisal and no access controls are contemplated as such controls on this property are under the jurisdiction of the City. Upon his recommendation, the Commission approved sale of the property to the City of Coos Bay, and thereupon adopted a resolution relative thereto, marked "Real Property Resolution No. 347", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to a request from Pacific Power and Light Company for an easement covering construction and maintenance of an electric power transmission line across excess property owned by the State Highway Commission on the Linn County Line-Judkins Point Section of the Pacific Highway, Lane County, File No. 25188. This crossing, the Right of Way Engineer stated, is approximately one-half mile east of the Pacific Highway and about ten miles north of Eugene. No harm will accrue to the State because of the easement, and he recommended that it be granted, covering approximately 3.5 acres, for a consideration of \$90.00. The Commission approved the easement.

The Right of Way Engineer presented an easement agreement with the Capital Manor granting to them a 10-foot easement for construction and maintenance of a water line across State-owned property on the Bonneville Station-Patterson Avenue Section of the Willamina-Salem Highway, Polk County. He explained that in acquiring property from two owners in this area, it had been agreed to grant a water line easement to this property in exchange for which the owners of the other property were to provide the State with a 30-foot easement for a permanent access across the parcel of land from which

borrow material is to be removed under a lease agreement. The report of the original transaction failed to note the exchange of easements and this is to properly complete that transaction. The Commission approved the easement.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions relative thereto, marked "Condemnation Resolution Nos. 1574 through 1602", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Condemnation Resolutions".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation", dated April 13, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers").

A report of cases tried in court since the last Commission meeting was presented by the Chief Counsel. He offered brief comments on some of the cases and asked that the report be accepted. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-3893 R. E. Hutson, et ux.	Hood River	Mt. Hood	Fikes Corner- Whiskey Creek	\$ 725.00	\$ 2,000.00	\$ 1,250.00
L-3886 J. A. Lovell, et ux.	Hood River	Columbia	Viento-Hood River	\$ 350.00	\$ 2,500.00	\$ 950.00
L-3854 Theodore Bohnenkamp, et ux.	Jackson	Pacific	Seven Oaks- Neil Creek	\$ 1,250.00	\$ 3,850.00	\$ 2,750.00
L-3795 LaRue Morris, et al.	Jackson	Pacific	Rock Point- Seven Oaks	\$ 3,300.00	\$ 6,375.00 plus construction of \$7,900.00 road.	\$ 8,310.00

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3876 Lysle Webb, et al.	Umatilla	Oregon- Washington	Athena-Blue Mountain Station	\$22,265.00	\$50,000.00	\$41,000.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3824 John M. McCarthy, et ux.	Deschutes	The Dalles-Swalley California Canal-East Franklin Avenue		\$150.00	\$950.00	\$450.00

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2527 Gene Matsies, et ux	State	Clackamas	Inverse Condemnation	\$20,000.00	Case filed in 1956 - dismissed by judge for lack of prosecution
L-3275 State and City of Klamath Falls	Pacific Power and Light Co.	Jackson	Declaratory Judgment	Recover utility relocation costs in Klamath Falls \$35,294.54	\$35,294.54
L-3334 State and City of Klamath Falls	Cal-Pac Utilities	Jackson	Declaratory Judgment	Recover utility re- location costs in Klamath Falls \$3,810.70	\$ 3,810.70

(For further details concerning these cases, see the Chief Counsel's letters dated April 6 and April 12, 1962, concerning cases tried, in the General Files, Salem).

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A written report was also presented by the Chief Counsel on cases which have been settled out of court since the last Commission meeting. None of the proposed settlements, he stated, constitute substantial increases above offers which have been based on appraised values. The Commission approved the report on cases settled, which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3465 Lloyd Corporation, Ltd.	Multnomah	Pacific	East Bank Freeway	\$98,000.00	\$135,000.00 (See letter of April 6, 1962)
L-3669 Bennie B. King, et al	Jackson	Pacific	Seven Oaks- Neil Creek	\$11,325.00	\$ 15,900.00 (See letter of April 6, 1962)
L-3698 Sarah I. Pinelli, et al.	Jackson	Pacific	Seven Oaks- Neil Creek	\$25,150.00	\$ 39,250.00 (Appraisal revised after testing for gravel.)
L-3620 Paul Steveson, et al	Jackson	Pacific	Seven Oaks- Neil Creek	\$ 5,540.00	\$ 8,000.00 (before revised appraisals)
L-3787 Robert Merrick, et al	Lane	Pacific	Cottage Grove Divide	\$ 600.00	\$ 900.00 (Appraisal did not consider value of subdivision which should be considered.)
L-3740 Duane Crabtree, et ux.	Lane	Pacific	Judkins Point- Goshen	\$ 3,850.00 (for .35 acre)	\$ 3,850.00 (for .23 acre)
L-3761 Adele Guerber, et al	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	\$ 3,465.00	\$ 3,850.00
L-3786 Vernon Walter Czmowski	Jackson	Pacific	Rock Point- Seven Oaks	\$ 2,155.00	\$ 3,100.00 (Appraisals revised to reflect a more complete severance of farm than originally contemplated.)
L-3816 Helen Braddock, et vir	Lincoln	Oregon Coast	South Newport State Park	\$ 350.00	\$ 500.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3879 Ray Hall Marks	Multnomah	Stadium Freeway	Sunset Inter-change-Marquam Bridge	\$72,500.00	\$75,000.00
L-3904 Arthur N. Muller, et ux.	Hood River	Columbia River	The Dalles-By-Pass	\$ 9,250.00	\$ 9,750.00
L-3915 Alfred Emil Press, et al.	Multnomah	Columbia River	Sauvies Island Bridge-St. Johns Bridge	\$ 125.00	\$ 125.00
L-3931 Nellie E. Hulst, et vir.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	\$ 2,250.00	\$ 2,500.00
L-3947 J. E. Hanset, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$27,500.00	\$30,000.00
L-3949 Warren A. Cribbens, et al	Coos	Coos Bay-Roseburg	Bridge-Tanner Creek	\$14,865.00	\$15,685.00
L-3952 Henry W. Ediger, et al.	Polk	Kings Valley	Polk Station-Dallas	\$ 482.00	\$ 692.00 (Owner's appraisal)

(Review Appraiser accepted owner's fee appraisal as being indicative of true value.)

L-3953 Jack D. Key, et ux.	Coos	Coos Bay-Roseburg	Bridge-Tanner Creek	\$ 1,700.00	\$ 1,700.00
R-31688 Marion L. Corkum	Multnomah	Columbia River	Sauvies Island Bridge-St. Johns Bridge	\$ 7,400.00 (partial taking)	\$ 7,600.00 (partial taking)
R-32500 Benedette Chiosi	Multnomah	Pacific Highway	North Portland Harbor-North Russell Street	\$36,500.00 (partial taking)	\$38,500.00 (entire taking)

(Taking is two parcels totalling 6.17 acres leaving 2.38 acres landlocked. Appraised value of entire taking \$38,500.)

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-32825 Ben and Lilly Croeni	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	\$ 200.00	\$ 500.00
R-33349 Opal L. Sherman	Lane	Eugene-Springfield	First Avenue Coburg Road	\$12,842.00	\$12,842.00
R-33635 C. G. and Ida K. Watson	Sherman	Columbia River	Biggs-Rufus	\$19,000.00	\$20,000.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3695 Dolph E. Phipps, et al.	Jackson	Pacific	Seven Oaks-Neil Creek (Taking increased slightly from .64 acre to .70 acre.)	\$ 250.00	\$ 450.00
L-3819 Blanche Staggs Beamer, et al.	Umatilla	Oregon-Washington	Athena-Blue Mountain Station	\$ 1,170.00	\$ 1,300.00
R-31909 R.K.D. Co.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 360.00	\$ 500.00

REPORT OF OTHER CASES SETTLED

Case	Defendants	County	Cause of Action	Demands of Plaintiff	Settlement
L-3488 City of Portland	State	Multnomah	Recover damages to Highland Park by landslide alleged to be result of construction of Highland Interchange on the Sunset Highway	\$225,000.00	\$62,500.00

(Settlement approved N.O.A. April 3, 1962. City executed release of all present and future damages resulting from the highway as presently constructed.)

L-3966 State	Gordon Linton	Curry	Damages arising out of automobile collision	\$ 196.55 Plus costs and attorneys fees	\$ 196.55 plus \$3.50 costs
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April 13, 1962

FIRST AVENUE-COBURG ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY - Cont.

R-33341 - Verna M. Hatfield, et al. 12,800 square feet for right of way purposes. Offer of \$9,250.00 approved by Mr. Jackson, February 14, 1962.

HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST

R-32739 - Manifold Business and Investment, Inc. Acquisition of access. Offer of \$650.00 approved by Mr. Jackson, April 5, 1962.

MICHIGAN AVENUE-GRAND AVENUE (BANDON) SECTION OF THE COQUILLE-BANDON HIGHWAY

R-34354 - Shell Oil Company. Parcel No. 1: 150 square feet for right of way purposes; Parcel No. 2: 687 square feet for permanent easement; Parcel No. 3: 296 square feet for temporary easement. Offer of \$115.00 approved by Mr. Jackson, April 9, 1962.

MIDDLE BRIDGE ROAD-LOVE BRIDGE SECTION OF THE BAKER-HOMESTEAD HIGHWAY

R-33990 - James S. Weber, et ux. 5.7 acres for right of way purposes. Offer of \$5,650.00 approved by Mr. Fridley, March 19, 1962.

R-33992 - Rollin C. Skinner, et al. 1.4 acres for right of way purposes. Offer of \$485.00 approved by Mr. Fridley, March 6, 1962.

MYERS CREEK-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

R-34386 - Charles Means, et al. Parcel No. 1: 0.7 acre for right of way purposes; Parcel No. 2: 7.9 acres for park purposes. Offer of \$430.00 approved by Mr. Jackson, March 28, 1962.

MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31399 - Earl E. Adams, et ux. Parcel No. 1: 500 square feet for right of way purposes; Parcel No. 2: 500 square feet for permanent easement. Offer of \$635.00 approved by Mr. Jackson, March 2, 1962.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-28392 - Edward L. Casey, et ux. 22,490 square feet for right of way purposes. Offer of \$109,800.00 approved by Mr. Jackson, April 2, 1962.

R-31899 and R-30307 - Dorothy Butler, et al. Parcel No. 1: 18,500 square feet for right of way purposes; Parcel No. 2: 8,500 square feet for right of way purposes. Offer of \$7,550.00 approved by Mr. McIver, March 9, 1962.

R-32161 - Merle H. Baldr, et ux. 698 square feet for right of way purposes. Offer of \$3,100.00 approved by Mr. McIver, March 2, 1962.

R-32506 - Olson Equipment Company, et al. 3,246 square feet for right of way purposes. Offer of \$4,200.00 approved by Mr. McIver, March 19, 1962.

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NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY - Cont.

R-32942 - Harry S. Sichel, et al. 37,463 square feet for right of way purposes. Offer of \$62,750.00 approved by Mr. McIver, March 27, 1962.

POLK STATION-DALLAS SECTION OF THE KINGS VALLEY HIGHWAY

R-33625 - Leona Bowyear, et al. 1.2 acres for right of way purposes. Offer of \$100.00 approved by Mr. McIver, March 5, 1962.

SALMON RIVER JUNCTION-EAST McMINNVILLE JUNCTION SECTION OF THE THREE MILE LANE HIGHWAY

R-29191 - Alma Farmer, et al. Parcel No. 1: 13.9 acres for right of way purposes; Parcel No. 2: 0.33 acre for right of way purposes. Offer of \$8,350.00 approved by Mr. McIver, March 2, 1962.

R-29197 - Linfield College, et al. 700 square feet for right of way purposes. Offer of \$275.00 approved by Mr. McIver, March 6, 1962. An offer of \$100.00 had previously been approved. This increase is due to a new appraisal review.

R-30319 - Harley Stowell, et ux. 1.95 acres for right of way purposes. Offer of \$1,075.00 approved by Mr. Jackson, April 9, 1962.

R-30320 - Harry G. Richardson, et al. Parcel No. 1: 1.6 acres for right of way purposes; Parcel No. 2: 0.44 acre for right of way purposes; Parcel No. 3: 0.54 acre for right of way purposes. Offer of \$13,625.00 approved by Mr. McIver, March 27, 1962.

R-30321 - Harold S. McKay, et al. 0.32 acre for right of way purposes. Offer of \$480.00 approved by Mr. McIver, March 27, 1962.

R-30323 - Alma P. Knowles, et al. 2.0 acres for right of way purposes. Offer of \$11,200.00 approved by Mr. Jackson, April 9, 1962.

R-30324 - William F. Eberhard, et ux. 2.0 acres for right of way purposes. Offer of \$7,500.00 approved by Mr. Jackson, April 5, 1962.

R-34171 - J. L. Wilcox, et al. 0.6 acre for right of way purposes. Offer of \$11,875.00 approved by Mr. McIver, March 27, 1962.

R-34172 - Fred Sitton, et al. Acquisition of access. Offer of \$900.00 approved by Mr. Jackson, April 5, 1962.

R-34279 - Lewis B. Rogers, et ux. Acquisition of access. Offer of \$50.00 approved by Mr. McIver, March 23, 1962.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31688 - Marion L. Corkum, et al. 1,500 square feet for right of way purposes. Offer of \$7,400.00 approved by Mr. McIver, March 8, 1962.

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SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY - Cont.

R-31714 - Joseph E. Illias, et al. Parcel No. 1: 1,000 square feet for right of way purposes; Parcel No. 2: 1,650 square feet for permanent easement; Parcel No. 3: Acquisition of access. Offer of \$3,600.00 approved by Mr. Jackson, April 4, 1962.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-34342 - Ralph E. Merritt, et ux. 0.1 acre for right of way purposes. Offer of \$525.00 approved by Mr. Jackson, March 2, 1962.

SILETZ TO CORVALLIS-NEWPORT HIGHWAY SECTION OF THE SILETZ HIGHWAY

R-33229 - Georgia-Pacific Corporation. 33.0 acres for right of way purposes. Offer of \$4,825.00 approved by Mr. McIver, March 22, 1962.

R-33240 - Lee L. Dickenson, et al. 2.1 acres for right of way purposes. Offer of \$505.00 approved by Mr. McIver, March 8, 1962.

R-33265 - Georgia-Pacific Corporation. 21.0 acres for right of way purposes. Offer of \$1,675.00 approved by Mr. McIver, March 23, 1962.

R-34275 - Lincoln Hospital District. 0.14 acre for right of way purposes. Offer of \$600.00 approved by Mr. Jackson, March 22, 1962. On March 13, 1962, an amount of \$400.00 was approved by Mr. Jackson. This revised amount is due to a new appraisal review.

SOUTH NEWPORT STATE PARK

R-24362 - Clarence R. Post, et ux. 25,000 square feet for park purposes. Offer of \$290.00 approved by Mr. Jackson, April 2, 1962.

R-31108 - Ferol V. Osburn, et ux. 5,000 square feet for park purposes. Offer of \$60.00 approved by Mr. Jackson, March 23, 1962.

R-31110 - John H. Purdum, et ux. 5,000 square feet for park purposes. Offer of \$75.00 approved by Mr. Jackson, March 2, 1962.

R-31118 - Floyd P. Schultz, et ux. 5,000 square feet for park purposes. Offer of \$75.00 approved by Mr. Jackson, March 2, 1962.

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION OF THE BEAVERTON-TIGARD HIGHWAY

R-32758 - Henry Hodler, et al. 0.4 acre for right of way purposes. Offer of \$8,900.00 approved by Mr. McIver, March 5, 1962.

A brief report was made by the Chief Counsel concerning orders received from the Public Utility Commissioner regarding highway-railroad crossing matters. The Commission accepted the report, which is summarized as follows:

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(Report summarized on following page)

PUX 451: Stearns Avenue Grade Crossing of Southern Pacific Company at Oakland. The crossing is not under jurisdiction of the Highway Commission and no action was taken.

PUX 452: Astoria Bridge Overcrossing of Spokane, Portland and Seattle Railway tracks in Clatsop County. This involves the south approach to the interstate bridge across the Columbia River at Astoria. The order as issued granted the overcrossing.

PUX 455: East Railroad Avenue Grade Crossing of Oregon Trunk Railway at Bend. The petition was requested by the City of Bend and was granted.

PUX 457: Five mile Overcrossing of Union Pacific Railroad Company on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County. The order as issued granted the overcrossing with 210 feet of inner guardrail provided for each track.

PUX 459: First Spanish Hollow Overcrossing of Union Pacific Railroad Company on the Sherman Highway in Sherman County. This petition was heard jointly at a combined hearing involving the Second Spanish Hollow Overcrossing.

PUX 460: Second Spanish Hollow Overcrossing of Union Pacific Railroad on the Sherman Highway in Sherman County. The order as issued granted the overcrossing structures.

A quarterly report of property damage claims collected from January 1, 1962 through March 30, 1962 was presented by the Chief Counsel. During this period \$15,034.22 had been collected and 42 claims abandoned as uncollectible. The Commission accepted the report.

The Chief Counsel reported that a basis of settlement had been reached with the trustees of the Episcopal Church for the St. Helens Hall property located on the route of the Stadium Freeway in Portland. The amount of the settlement at \$860,000, he stated, is approximately \$35,000 above the recommended figure but is less than the high appraised value. The Bureau of Public Roads has agreed to the property settlement, and he recommended that it be approved by the Commission. Under terms of the settlement the church may retain possession of the property until June 1964 but payment is not to be made until possession is given to the State. Papers are to be prepared which will protect the interests of both parties. The Commission approved the settlement.

The Commission authorized the Chief Counsel to institute legal action against Roy W. Simmons, owner, and Robert C. Farson, driver of a log truck, for damages caused to the Kellogg Bridge on the Elkton-Sutherlin Highway in Douglas County. The Chief Counsel commented that evidence indicates that collapse of the bridge with the truck on it was caused by the truck striking and knocking down one of the bridge spans.

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Consideration was given to a petition made by Mary A. Mather, Clackamas, to vacate a portion of Jefferson Street in Roots Addition of Marshfield, Clackamas County. The petition, the Chief Counsel, stated has been investigated and the granting of it will not be detrimental to the State. Upon his favorable recommendation, the Commission approved the petition and authorized the Secretary to sign it in their behalf.

A report was made by the Chief Counsel concerning citations made by the U. S. Bureau of Public Roads Right of Way Division disallowing Bureau participation on certain right of way acquisitions. In dollar value he stated that the disallowances amount to considerably less than one per cent of the total. He objected to the citations on small purchases, particularly those under or near \$1,000. He pointed out that many of these cases have gone through approved and now the State is being cited. On acquisitions involving only a few hundred dollars, citations have been made as material increases for amounts much less than would be the cost of taking the cases to court for condemnation proceedings. In addition to the court costs, he also pointed out in many cases the State would have to pay attorney fees in which the Bureau does not participate. If such cases were taken into court, he commented, it would not only create bad public relations but the State would also lose the respect of the judges and the courts by cluttering up the dockets with cases involving small amounts of money. Chairman Jackson inquired if it is the practice to secure Bureau approval on all right of way acquisitions in which the Bureau is involved. The Chief Counsel replied that prior approval has been secured so far only on the larger acquisitions. It was Chairman Jackson's opinion that unless some basis of agreement can be reached with the Bureau of Public Roads concerning citations, the Commission would be forced to present all right of way acquisitions to the Bureau for prior approval even though this procedure would take more time, and money. The Chief Counsel stated that the citations are made by the Bureau's Auditors, and he had suggested that they discuss with him some of these citations so that he might have a chance to explain the facts. Chairman Jackson pointed out that the State could ill afford to go in to the courts with many condemnation cases involving such small amounts of money with the full knowledge that even if the State should win, it will cost the State of Oregon and the Counties additional funds. He inquired if the citations had been discussed as a policy matter with the Bureau's Regional Office. The Chief Counsel replied that they had not. Chairman Jackson stated that judgment should be reserved until contact has been made with the Bureau of Public Roads Regional Office.

Attention was given to a request from the State Board of Higher Education concerning an exchange of land between Lane County and the State Highway Commission involving the Patterson tract, east of the Willamette River in the easterly part of Eugene. This land had been sold by the Highway Commission to the University of Oregon for a stadium site. The Chief Counsel displayed a map showing the parcels of property involved in the exchange. Under the proposed plan, the State would quitclaim to Lane County its interest in tracts marked "A", "B" and "C", Lane County would deed to the state tracts marked "1", "2" and "3", and the state would then redeed tracts "1", "2" and "3" to the University of Oregon. He explained that the reason for the tracts being deeded to the State and then redeeded to the University is so that the State's reversionary interest will be the same as

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in the other parcels sold to the University. Values of the parcels to be exchanged, he stated, are approximately equal, and he recommended that the exchange be approved including the same reversionary clause as was included in the original transaction. The Commission approved the exchange.

The Chief Counsel stated that as previously discussed an agreement had been entered into with Humble Oil and Refining Company covering oil and gas exploration activities on state highway properties in the Willamette Valley. The agreement covers approximately 806 acres of land, for which the Company agrees to pay the sum of fifty cents per acre annually and one-eighth of the market value at the well head of all oil and gas produced and saved on the premises. No surface drilling is to be permitted. Following the favorable recommendation of the Chief Counsel, the Commission approved the lease with Humble Oil and Refining Company.

The Chief Counsel also exhibited a map of properties for which oil and gas leases had been requested. He pointed out that in a certain area Humble Oil and Refining Company has leased approximately 72 percent of the available land, and Gulf Oil most of the remainder. The question has arisen as to which oil company should be allowed to lease a small remaining section. Chairman Jackson stated that the Commission wished to retain its existing policy of leasing property to the company which has the land on both sides of the highway under lease.

The Commission also considered a proposed gas and oil lease with Wesley G. Bruer. The Chief Counsel stated that the lease has not yet been prepared but is proposed to cover approximately 261 acres near Coburg in Lane County. This property is now under a land use permit. Mr. Bruer has requested that the lease contain a clause allowing him the right to make a request to perform surface drilling. This parcel of land, the Chief Counsel added, is excess property, and he recommended that he be authorized to prepare a lease under the standard conditions as contained in the Humble Oil and Refining Company lease and containing also the clause as requested by Mr. Bruer concerning the right to request the privilege of surface drilling. The Commission approved preparation of the lease as presented by the Chief Counsel.

The assignment of an existing lease held by Mr. and Mrs. Herman Brelage to McEniry Enterprises, Inc., File No. R-8142, on two parcels of land on the North Bend Section of the Oregon Coast Highway in Coos County, was considered. The Chief Counsel stated that the lease will not be harmful to the interests of the State, and he recommended that the transfer be approved. The Commission approved the assignment of the lease and authorized the Chief Counsel to sign it in their behalf.

Concerning the leases requested by various companies for gas and oil, Chairman Jackson inquired if provisions are being written into these leases to fully protect the interests of the State. The Chief Counsel stated that he had checked with the Oregon State Department of Geology, which is required, and with the attorney representing the State Land Board to see if there was anything conflicting in the State Highway lease. It was his opinion that the Highway Department is well protected with the lease it is using. A standard provision which is being incorporated in these leases, he stated,

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is a rental of fifty cents per acre annually for the lease, and one-eighth of any produced gas or oil.

The purchase of approximately 120 acres of land in Curry County from the U. S. Bureau of Land Management was considered. The Engineer recalled that the Commission in October, 1958, had authorized making an application to the Bureau of Land Management for this property as an addition to Loeb State Park. In March, 1962, the Bureau of Land Management had approved for transfer a tract of approximately 120 acres which can be purchased for \$2.50 per acre without considering the value of the timber. The tract contains what is probably the most northerly group of Redwood trees in the U. S. and also contains a large number of Myrtle trees. He pointed out that the State is also negotiating with the U. S. Forest Service for the acquisition of some adjoining land to connect this property with the existing Loeb State Park. He recommended that the tract be acquired at \$2.50 per acre. The Commission approved the acquisition. In discussing the acquisition of this land, Chairman Jackson inquired if any plans had been made for access to the tract from Loeb Park. The Engineer replied that no plans will be developed until after the State is successful in acquiring the connecting land from the Forest Service.

The Commission considered the matter of selling to Crown-Zellerbach Corporation a narrow fringe of timber along the trail to the point of Cape Lookout State Park in Tillamook County. The Engineer explained that in acquiring the land from Crown-Zellerbach they had reserved the right for a twenty-five-year period to cut the timber lying easterly of a line 100 feet from the proposed trail location. They are now removing the timber. Tillamook County is constructing a road paralleling the trail and leaving a narrow fringe of timber which will be subjected to severe winds and will result in heavy blow-down. It was his opinion that the fringe should be harvested before the blow-down occurs, and as Crown-Zellerbach is operating in the area, he felt it would be an opportune time to make the sale. He estimated that the timber should net the State about \$5,000. Upon his favorable recommendation, the Commission granted authority to proceed with the sale upon assurance that the removal of the timber would not destroy the beauty of the area and that the company removing the timber would be required to clean up the debris.

Installation of a flashing beacon at the intersection of Oak Street (Cascade Highway) and Church Street in the City of Silverton was discussed. The Engineer briefly commented that the City had requested the installation which is at the top of a vertical curve and involves a school crossing and a fairly heavy left-turn traffic movement. He recommended that a flashing beacon be installed, flashing amber to the Cascade Highway and red to Church Street, at an estimated installation cost of \$1,200 with the understanding that the City of Silverton is to maintain the beacon and pay for all power used. The Commission approved the installation and authorized the Secretary to sign an agreement with the City.

The Engineer presented for the Commission's consideration two location surveys covering reconstruction of portions of state highways. The proposed surveys, he stated, have been given very careful engineering consideration in order to provide the most adequate highway facilities, considering the needs of the traveling public and the cost of construction. Following April 13, 1962

his favorable recommendation, the Commission approved the following surveys and thereupon adopted resolutions relative thereto, marked "Survey Resolution No. 252" and "Survey Resolution No. 187a", which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem:

- (1) John Day River-Ochoco Junction Section of the John Day Highway in Grant County. ("Survey Resolution No. 252").
- (2) Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County. ("Survey Resolution No. 187a"). In adopting this survey the Commission also rescinded "Survey Resolution No. 187", dated December 11, 1958, insofar as it overlaps "Survey Resolution No. 187a". The Engineer explained that subsequent studies indicated the desirability of moving the survey to the opposite (southerly) side of the railroad. Commissioner Fridley inquired if the revised survey involved relocation of the Union Pacific Railroad facilities. The Engineer replied that to the best of his knowledge the Railroad Company does not plan to relocate its facilities. Negotiations had been conducted about two years ago with the Railroad Company but no agreement had been reached. He also mentioned that the revised route of the highway as covered by the survey presented today does a minimum amount of damage to arable lands.

The Engineer reported that under authority previously granted to him by the Commission he had ordered the placement of temporary construction speed zones through highway construction projects in order to protect the traveling public. The Commission confirmed the following temporary construction speed zones:

- (1) 35 MPH between M.P. 192.02 and M.P. 192.12, at the Cold Spring Junction truck scale site on the Columbia River Highway in Umatilla County, effective 8:00 a.m., April 3, 1962.
- (2) 25 MPH between M.P. 32.5 and M.P. 36.5, on the Bridge-Tanner Creek Section the Coos Bay-Roseburg Highway in Coos County, effective 8:00 a.m., April 9, 1962.

The Engineer stated that because of improved roadbed conditions he had ordered removal of a reduced load limit on the Green Springs Highway, from M.P. 34.3 to M.P. 50.0 at Keno in Klamath County, effective 8:00 a.m., April 9, 1962. The load limit was originally imposed on March 28, 1962. The Commission confirmed the Engineer's action.

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Attention was given to a request made by Frank G. Baulne, Inc., for an increase of forty workdays within which to complete Contract No. 5868 for paving and signing on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. The Engineer stated that the claim has been investigated and is valid. The Bureau of Public Roads has also concurred in the request. He recommended that the Commission approve an extension of forty workdays without assessment of liquidated damages. The Commission approved the extension of time.

The Engineer reported that Contract Nos. 5618 and 5994 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof and said contracts are now ready for acceptance by the Commission. After due consideration the Commission accepted the contracts by adopting a resolution relative thereto, marked "Completed Contracts Resolution No. 111", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Completed Contracts Resolutions".

A change in an existing speed zone on the Mt. Hood Highway in the Community of Rhododendron, Clackamas County, was recommended by the Engineer. Briefly, he pointed out that "Speed Zone Resolution No. 320", adopted June 2, 1960, did not contain an exception to cover a school crossing. He recommended that "Speed Zone Resolution No. 320" be rescinded and a 35-mile-per-hour speed zone re-established on the Mt. Hood Highway between a point 0.09 mile east of the Zigzag River and a point 100 feet east of Vine Maple Road, except that between a point 300 feet west of Henry Creek Avenue and a point 300 feet east of Henry Creek Avenue the designated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved his recommendation and adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Speed Zone Resolution No. 375".

Out-of-state travel expenses were recommended by the Engineer and approved by the Commission for the following personnel:

- (1) Gene Huntley, Director of Personnel, to attend Annual Conference of Western Association of Highway Personnel Directors in Seattle, Washington, June 6-8, 1962, at an estimated cost of \$93.
- (2) Leonard I. Lindas, Chief Counsel to attend and participate in the Highway Research Board's Condemnation Attorneys' Seminar in Madison, Wisconsin, the week of July 16, 1962. The Highway Research Board is to pay the expense of this trip.

The Engineer presented for the Commission's consideration bids received on April 11, 1962, for highway construction projects. He mentioned the low bid submitted for each project, the estimated cost of the project, and the total number of bids received, as well as his recommendation concerning award of each contract. At 11:00 a.m., the Commission awarded the following contracts, and authorized the Secretary to sign the contracts on behalf of the Commission:

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BIDS RECEIVED IN SALEM ON APRIL 11, 1962

"Grading and surfacing on Starr Creek Road-Fiechter Creek Section of FAS Route 830, in Benton County. Fifteen bids were received. The Commission elects to accept the low bid of Kenneth E. Nielsen, Salem, in the sum of \$86,404.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of \$19,500.00 is deposited by the County.

"Clean and paint structural steel above the roadway of Yaquina Bay Bridge on Oregon Coast Highway at Newport, all structural steel in Alsea River Bridge, and all structural steel in Willamette River Bridge in Corvallis on Corvallis-Eastside Highway in Benton, Linn and Lincoln Counties. Three bids were received. The Commission rejected all bids as being too high.

"Grading and paving on Mt. Scott Creek and Rock Creek Sections of FAS Route 134, in Clackamas County. This project was withdrawn prior to the letting.

"Traffic Signal Installation on Cascade Highway at Sunnyside Road in Clackamas County. Four bids were received. The Commission awarded the contract to the low bidder, Gateway Electric Company, Portland, at \$7,237.00.

"Paving the St. Helens-Warren Section of the Columbia River Highway in Columbia County. Six bids were received. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at \$67,869.00.

"Grading, paving and structure on Michigan Avenue-Grand Avenue (Bandon) Section of the Coquille-Bandon Highway in Coos County. Three bids were received. The Commission elects to accept the low bid of Woodward and Son-Barklow, Coquille, in the sum of \$120,545.30 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Bandon is received and the sum of \$30,775.00 is deposited by the City.

"Paving the Jefferson County Line-Sisters Section of the Santiam Highway, in Deschutes County. Eight bids were received. The Commission awarded the contract to the low bidder, Bend Aggregate and Paving Company, Bend, at \$101,490.00.

"Deschutes River Bridge on Century Drive in Bend, Deschutes County. Six bids were received. The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at \$50,147.00.

"Canyonville-Wolf Creek Rock Production Project on the Pacific Highway in Douglas and Josephine Counties. Three bids were received. The Commission awarded the contract to the low bidder, Carte Bros. Co., Myrtle Creek, at \$26,900.00.

"Paving the Malheur Slough-Crane Section of the Burns-Crane Highway, in Harney County. Five bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at \$69,902.50.

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"Grading the Reservoir Road-Oak Grove Section of FAS Route 302, in Hood River County. This project was withdrawn prior to the letting.

"Grading and oiling the Jacksonville Grade-Jacksonville Section of the Medford-Provolt Highway, in Jackson County. Two bids were received. The Commission elects to accept the low bid of M. C. Lininger and Sons, Medford, in the sum of \$82,798.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Clean and paint structural steel in Crooked River Bridge near Terrebonne on The Dalles-California Highway in Jefferson County. Four bids were received. The Commission awarded the contract to the low bidder, C. H. Savage Company, Portland, at \$15,799.00.

"Paving the Chiloquin-Williamson River Section of The Dalles-California Highway in Klamath County. Five bids were received. The Commission awarded the contract to the low bidder, Rogue River Paving Company, Inc., Medford, at \$74,428.00.

"Washburn Way Overcrossing and USRS Canal Culvert to carry Washburn Way (FAS 434) over Great Northern Railway Tracks in Klamath County. Six bids were received. The Commission elects to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the sum of \$185,711.75 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received and the sum of \$55,000.00 is deposited by the County.

"Stone base and oiling the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road (Warner Highway), in Lake and Harney Counties. Four bids were received. The Commission awarded the contract to the low bidder, Acme Construction Company, Redmond, Washington, at \$366,659.00.

"Grading the Tenth Street-Highbanks Section of Eugene-Springfield Highway in the City of Springfield in Lane County. Seven bids were received. The Commission elects to accept the low bid of Hamer Corporation, Portland, in the sum of \$297,162.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received.

"Paving the Glenwood Section of the McKenzie Highway in Lane County. Two bids were received. The Commission awarded the contract to the low bidder, Eugene Road and Driveway Company, Eugene, at \$14,969.00.

"Grading and paving the Dorris Park-Silver Creek Section of the McKenzie Highway in Lane County. Six bids were received. The Commission awarded the contract to the low bidder, Wildish Construction Company, Eugene, at \$122,101.75.

"Crescent Lake Rock Production Project on the Willamette and Crescent Lake Highways in Lane and Klamath Counties. This project was withdrawn prior to the letting.

"Grading, paving and structures on South Unit, Siletz-Toledo Section of Siletz Highway in Lincoln County. Seven bids were received. The Commission awarded the contract to the low bidder, Acme Construction Company, Redmond, Washington, at \$513,324.50.

"Brogan Hill Rock Production Project on the John Day Highway in Malheur County. Two bids were received. The Commission awarded the contract to the low bidder, N. A. Toole Construction, Ontario, at \$22,050.00.

"Signing Installation on the Hayesville-Judkins Point Section (Salem to Eugene) of the Pacific Highway in Marion, Linn and Lane Counties. Two bids were received. The Commission awarded the contract to the low bidder, Traffic Safety Supply Company, Portland, at \$73,529.53.

"Heppner Rock Production Project on four state highways in Morrow and Gilliam Counties. Four bids were received. The Commission awarded the contract to the low bidder, Arthur Simonsen and Company, Baker, at \$58,850.00.

"Fremont Interchange Unit, East Bank Freeway Section, Pacific Highway in Multnomah County. Five bids were received. The Commission awarded the contract to the low bidder, Lord Bros. Cont., Inc., & Lord Bros. Cont., Portland, at \$2,143,267.00.

"Grading and paving the 82nd Avenue-92nd Avenue (Powell Blvd.) Section of Mt. Hood Highway in Multnomah County. Five bids were received. The Commission elects to accept the low bid of Porter W. Yett, Oreg. Ltd., Portland, in the sum of \$71,869.75 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Vanport Overcrossing on Pacific Highway West (Denver Avenue) in Multnomah County. Six bids were received. The Commission awarded the contract to the low bidder, General Construction Company, Seattle, Washington, at \$94,011.00.

"Clean and paint structural steel on Union Avenue Bridge and Grand Avenue Bridge over UPRR and Banfield Expressway on Pacific Highway East in Multnomah County. Three bids were received. The Commission rejected all bids as being too high.

"Cape Lookout State Park Utility Building on the Netarts Highway in Tillamook County. This project was withdrawn prior to the letting.

"UPRR Undercrossing and UPRR Overcrossing on the Athena-Blue Mt. Section of Oregon-Washington Highway in Umatilla County. Four bids were received. The Commission awarded the contract to the low bidder, Johnston and Bryant, Newberg, at \$285,594.75.

"Grading, oiling and structure on Hayden Creek-Forest Boundary Section of the Little Sheep Creek Highway in Wallowa County. Three bids were received. The Commission awarded the contract to the low bidder, Don Greene Construction, Inc., Salem, at \$171,606.10.

"Antelope-John Day River Rock Production Project on the Shaniko-Fossil Highway in Wasco County. Three bids were received. The Commission awarded the contract to the low bidder, Gary Baker, Contractor, Hillsboro, at \$24,640.00.

"Grading and paving the Gaston (2nd St.) Section of City Street in Washington County. Three bids were received. The Commission elects to accept the low bid of M & M Paving Company in the sum of \$13,172.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Gaston is received and the sum of \$850.00 is deposited by the City.

"Grading and paving the Newberg (Fulton, Cherry and Center Streets) Section of City Streets in Yamhill County. Four bids were received. The Commission awarded the contract to the low bidder, Rowell and Wickersham, McMinnville, at \$16,115.50.

"Grading and paving the Sheridan (S. W. 3rd Street) Section of City Street in Yamhill County. Four bids were received. The Commission awarded the contract to the low bidder, Rowell and Wickersham, McMinnville, at \$13,160.50.

"Traffic Signal Installation, City of Grants Pass, Pacific Highway, in Josephine County. Three bids were received. The Commission elects to accept the low bid of Madson & Stokes, Roseburg, in the sum of \$10,450.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Grants Pass is received and the sum of \$5,935.00 is deposited by the City.

Consideration was given to a supplemental agreement with West Extension Irrigation District concerning adjustment of its facilities on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County. The Engineer reported that in order to obtain federal-aid for adjustment of the utilities, the agreement must be approved by the U. S. Bureau of Public Roads. The Bureau has requested that its "Policy and Procedure Memorandum 30-4" be made a part of the agreement. The supplemental agreement, he stated, has removed the Bureau's objection. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

At the December 8, 1961 meeting the Engineer recalled that the Commission had taken action to designate or redesignate the old route of the Pacific Highway in the Portland-Junction City area and in the Grants Pass-Gold Hill area. Because of highway improvement, it was his recommendation that this policy be extended to the remainder of the old Pacific Highway from Judkins Point to the California line, thus eliminating the "99 Business Route" signing now in effect where Interstate 5 and old Highway 99 are not on common alignment. He explained that the sections of highways which depart from the alignment of the reconstructed Pacific Highway will be signed US99, and on those sections which are on common alignment both US99 and I-5 signing will

be used. He exhibited a map showing US99 and I-5 routing as coincident in seven places as follows:

- (1) Judkins Point to Goshen
- (2) Divide to Anlauf
- (3) Yoncalla Junction to Oakland Junction
- (4) Booth Ranch to Myrtle Creek
- (5) Canyonville to North Grants Pass
- (6) Rock Point to Seven Oaks
- (7) South of Ashland to the State Line

The Commission approved his recommendation.

A proposed agreement with the State Department of Forestry was presented by the Engineer covering sale and removal of timber from unused portion of the right of way occupied by the Fishhawk Falls Secondary Highway in Clatsop County. The State Department of Forestry, the Engineer stated, proposes to sell timber on land owned by the Forestry Department. In this area and on the right of way occupied by the State Highway is approximately 105,000 board feet of timber which is approximately 7.834 per cent of the total volume of the proposed sale. The agreement, he continued, provides that the Highway Commission be paid 7.834 per cent of the total proceeds of the sale. Removal of the timber will be handled by the State Forester. Slash is to be removed and an existing gravel road is to be maintained in a satisfactory condition. The Highway Commission is to be named as an additional insured in all insurance policies and bonds required of the purchaser by the State Department of Forestry. It was his recommendation that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

In developing parking area for the office building at Albany, the Engineer reported it was necessary to encroach upon a Linn County Road known as Spicer Road. An agreement has been prepared and approved by the Linn County Court concerning this encroachment. No funds are involved. He recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered and, upon the favorable recommendation of the Engineer, approved an agreement with Union Pacific Railroad Company covering construction of twin overcrossings of the Railroad Company's tracks at Alder Creek on the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway in Baker County.

The Commission confirmed the next meeting date for May 25 and set a tentative date of June 29 for the following Commission meeting. Instructions were given that both meetings are to start at 9 a.m. and delegations are to be scheduled before lunch. Chairman Jackson stated that he would be present at the opening of bids on May 23.

Attention was given to a request from the City of Coos Bay to accumulate State Tax Street Funds for two successive years to replace a bridge. The Engineer stated that under the law it is necessary that the Commission approve the request, and he presented a resolution covering State Tax Street Fund allocations during the first and second six month periods of 1961. The Commission adopted the resolution, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "State Tax Street Fund Resolutions".

An agreement with the City of Portland covering construction of the Stadium Freeway, State Primary Highway No. 61, in the westerly side of Portland was presented by the Engineer. The City of Portland officials, he stated, have signed the agreement, and he recommended it be approved by the Commission. The Commission approved the agreement and authorized the Secretary to sign it on their behalf.

A form of resolution covering the procedures under which permits are granted for tree trimming and spraying activities in connection with maintenance of utilities on State Highway rights of way was presented by the Engineer. Briefly, he stated that the resolution authorizes the Engineer or his authorized representative to grant permits for cutting and spraying of growth on highway rights of way. Upon his favorable recommendation, the Commission approved the resolution, marked "Permit Resolution No. 28", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered a request made by the Portland Junior Chamber of Commerce concerning traffic hazards caused by parking of vehicles along Denver Avenue (Pacific Highway West) in the vicinity of Vanport, north of Portland. The Engineer stated that an investigation had been made, and in light of the facts disclosed, he recommended that parking be prohibited on both sides of the Pacific Highway West between the Schmeer Road Overcrossing and a point 0.14 mile south of the undercrossing of the Swift-Denver Connection. He also recommended that parking be prohibited on a frontage road in this area between Engineer's Station 27+00 and Engineer's Station 52+00, and that parking be prohibited within the island areas at the Vanport Interchange. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "No Parking Resolution No. 240".

A request from Jefferson County for a ten-mile extension to Grandview Loop Road (FAS 660) was considered. The Engineer stated that the extension will serve the recreational area that will be developed near Round Butte Dam including the rebuilt Cove Palisades State Park and will also serve the cattle ranches in the western part of the county. Upon his favorable recommendation, the Commission approved the extension.

The Engineer reported that bids had been received by the State Board of Control for conversion of the two elevators in the Highway Building in Salem to fully automatic operation. At the Commission meeting on June 27, 1961, \$25,100 had been authorized for this conversion. The low bid received,

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however, was \$32,488, and additional engineering cost, he stated, would raise the total cost to approximately \$33,763. The Board of Control estimates an annual savings in elevator operation of \$7,535, and the Secretary of State has indicated that he would be agreeable to reducing the charge made against the Highway Department for maintenance by a similar amount. The cost of the elevator conversion, he stated, will be amortized in about five years. He recommended that the Commission approve the award of the contract for a total of \$33,763. The Commission approved the award and authorized the Secretary to advise the Board of Control.

In discussing conversion of the elevators to automatic operation, Commissioner Simpson inquired if arrangements had been made so that the present elevator operators would be provided with other jobs. The Engineer stated that he had been advised by the Secretary of State's Office that the displaced operators would be given other positions.

Abandonment agreements covering the disposition of old sections of highways when new sections have been constructed and opened to public travel were presented by the Engineer who recommended approval of the following abandonment agreements:

- (1) With Columbia County covering the Westport-Clatskanie Section of the Columbia River Highway in Columbia County. Upon opening of the new section to traffic, Columbia County is to take over the old highway section as a county road.
- (2) With Clatsop County covering the Westport-Clatskanie Section of the Columbia River Highway in Clatsop County. Upon completion of the new section, the County is to take over the old segment as a county road.
- (3) With Coos County covering the Myrtle Point-Bridge Section of the Coos Bay-Roseburg Highway in Coos County. Upon completion of the new section, Coos County is to take over two of the old sections as county roads and a third section is to be abandoned to the adjacent property owners.

The Commission approved the agreements and authorized the Secretary to sign them in their behalf.

The Commission considered and, upon the favorable recommendation of the Engineer, approved a cooperative agreement with Lincoln County to provide access to an existing county road near the Lincoln Hospital in Toledo. The Engineer commented that the existing road is cut off by means of proposed construction of the Siletz-Toledo Section of the Siletz Highway, and the agreement is to provide service in lieu thereof. The County is to assume maintenance after construction. The Commission authorized the Secretary to sign the agreement in their behalf.

The Commission also considered a cooperative construction agreement

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with the City of Springfield covering the Tenth Street-High Banks Road Section of the Eugene-Springfield Highway in Lane County. The agreement, the Engineer stated, covers routine procedures, including street closures, prohibition of parking, and payment for utility moves. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A tabulation was presented by the Engineer showing a proposed FAS highway project in Deschutes County and a request from Hood River County for cancellation of a previously approved project. These requests, he stated, have been investigated, and he recommended that they be approved. The Commission approved the project in Deschutes County and cancellation of the Hood River Project, as follows, and authorized the Secretary to sign the agreements in behalf of the Commission when they are prepared:

FISCAL YEARS 1962 & 1963 COUNTY FAS PROJECTS

<u>County</u>	<u>FAS Hwy. No.</u>	<u>Section & Description</u>	<u>Programmed Amount</u>	<u>FAS Funds</u>
Deschutes	891	Neff Road: Eagle Road-Hamby Road Section; 0-9 oil mat, 0.5 miles.	\$ 4,000	1963

Previously Approved Project Proposed for Cancellation

Hood River	302	Bins Hill Road: Reservoir Road-Oak Grove Section; grade and surface.	\$ -40,000	1963
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TOTAL CREDIT TO COUNTY

FAS FUNDS \$ 36,000

<u>SUMMARY BY FISCAL YEARS</u>	<u>1962</u>	<u>1963</u>	<u>Total</u>
Allocated Funds	\$3,497,000	\$3,690,000	\$7,187,000
Previously Approved, Corrected to Date	3,497,000	1,867,000	5,364,000
Unprogrammed Balance	\$--	\$1,823,000	\$1,823,000
Projects Proposed 4-13-62	--	36,000	36,000
Unprogrammed Balance	\$--	\$1,859,000	\$1,859,000

The Engineer stated that the various Chambers of Commerce and other interested parties had requested a change in routing for US Highway 126 across the Cascades and westerly across the Willamette Valley. The present route, which follows the McKenzie Highway over the Cascade Mountains, is closed approximately five months per year. The Clear Lake-Belknap Springs Highway connecting the Santiam and McKenzie Highways will soon be completed; also

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the Mapleton-Eugene Highway west of Eugene is nearly completed. He recommended that US 126 be rerouted from Sisters westerly over the Santiam Highway to its junction with the Clear Lake-Belknap Springs Highway, thence southerly over this highway to its junction with the McKenzie Highway, thence westerly through Eugene and over the Mapleton-Eugene Highway to a junction with the Siuslaw Highway at Mapleton, and along the Siuslaw Highway from Mapleton westerly to the Oregon Coast Highway at Florence. The proposed route will provide an all year route, and it was his feeling that the proposed westerly terminus at Florence is more appropriate than the present terminus at Eugene. He recommended that he be granted authority to make application to the AASHO Route Numbering Committee for the route revision. The Commission approved the recommendation.

The Commission considered a gift under the will of Narcissa J. Washburne, deceased, of approximately 1,213 acres of land on the Oregon Coast Highway in Lane County to be used for park purposes and to be known as "Carl G. Washburne Memorial Park" in memory of her husband, a former member of the Highway Commission. The Engineer stated that the gift covers approximately 2 miles of the ocean shore line midway between Yachats and Florence and will be extremely valuable for park purposes. Appraisals of the property have indicated a value of nearly \$200,000. He recommended that the gift be accepted. The Commission accepted the gift with thanks and named the park the "Carl G. Washburne Memorial Park" by adopting a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office, as "State Park Resolution No. 3-4q".

The Commission in expressing its appreciation for the gift of this park property from the Washburne estate instructed that a special statement of appreciation be prepared and sent to the family of Mr. and Mrs. Carl G. Washburne.

In discussing the opening of the State Highway booth at Century 21 Exposition in Seattle on April 21, the Engineer commented that Governor Mark Hatfield had requested that special signs be painted on the highway pavement at all highway entrances and exits to Oregon, welcoming tourists as they come into the state and asking them to return as they leave.

The Engineer stated that he had received a copy of a letter written to Mr. Howard Belton, State Treasurer, from the First National City Bank of New York, pointing out that the proposed removal of the dedication of gas tax funds from the constitution of the State of Oregon would have an adverse effect upon the rating, sale, and interest rates of State Highway bonds. Mr. Belton, he reported, plans on releasing this letter to the press and sending a copy of it to each member of the Constitutional Revision Commission. A copy of the letter was given to Mr. Herman Edwards, of the "Oregonian" newspaper.

Chairman Jackson inquired of the Travel Information Director as to the progress of the Highway exhibit at the Century 21 Exposition in Seattle. Mr. Jordan stated that the exhibit booth is nearly complete and is in one of the best locations near the center of the fairgrounds. It was his feeling that the architect had captured an atmosphere of rest and many compliments

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have been received. The Engineer complimented Mr. Jordan for the excellent job he has performed in getting the exhibit booth ready for the Exposition. Commissioner Fridley inquired as to how many pieces of literature are expected to be dispensed. Mr. Jordan replied that he could not give an accurate estimate but there would be many thousands. It was his opinion that the Highway exhibit booth as designed and constructed is dignified, attractive, and will be a real credit to the State of Oregon. The Director of the Domestic Exhibits for the Century 21 Exposition, he added, has stated that the Oregon Highway booth is one of the nicest on the exposition grounds.

Problems to be presented by delegations in the afternoon session were discussed. No action, however, was taken on any of these matters pending appearance of the delegations.

The meeting was recessed at 12:10 p.m. and convened at 1:30 p.m. in the same room with the same persons present and participating.

A group of people representing the City of Woodburn came before the Commission concerning the relocation of the Hillsboro-Silverton Highway (Route 214) through the City of Woodburn. The following people were present: Winton Hunt, State Representative; Ed Koski and Ralph Pickering, Woodburn Chamber of Commerce; Elmar Mattson, President of the Chamber of Commerce; and Chas. Cornwell and Otto Halter, City Councilmen. The Honorable Winton Hunt, who acted as spokesman, introduced the other members of the delegation. He read a statement outlining problems involved on the existing route of the highway through Woodburn and calling special attention to a dangerous intersection at Young Street and Front Street. In 1954 this matter had been called to the attention of the Highway Department in connection with a future planning program conducted by the City; however, he stated that no action had been taken. In 1960 the start of construction of the Woodburn Senior Citizens Estates on the westerly edge of the city had completely changed the picture envisioned in the original planning. He pointed out that this project is to be completed and occupied by approximately 2,200 people by mid 1964, and these people will have to use ORE 214 for ingress and egress. In late 1961 General Foods Corporation of New York announced their selection of Woodburn as area headquarters for their firm, and stated that they planned to spend approximately \$4,000,000 in new plant facilities east of and adjacent to the city. In view of these two major developments, it was his opinion that there would be at least 7,000 people in the City by the end of 1964, and most of the increase would be located on an east-west access, roughly paralleling the Hillsboro-Silverton Highway. He asked that the Commission provide them with assistance and cooperation in taking care of this problem. Mr. Hunt also pointed out that although some surveys have been made by the State concerning the location of the highway, the City needs the State to expedite an approved plan so that they can schedule the orderly development of their city streets. The Engineer stated that a reconnaissance survey had been made but there is no money available at this time for construction. Chairman Jackson advised the group that their request would be given careful consideration.

A delegation representing US Highway 20 Association came before the Commission concerning reconstruction of a portion of the Corvallis-Newport

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Highway over the summit of the Coast Range. The following people were present: James Howes, Secretary of Highway 20 Association, Harv Curry, Vice President of Highway 20 Association, Mike Miller, Judge of Lincoln County, Herbert DeSelms, Director of Highway 20 Association, Harold Eggen, Road Foreman of Lincoln County, and Mike Huddleston, Lincoln County Engineer, all from Newport; Dave Moffitt, Lincoln County Commissioner, Waldport; E. E. Larkin, Benton County Judge, Walter Schmidt, Benton County Commissioner, Vance Taylor, Director of Highway 20 Association, and Joe Maher, Title and Trust Company, all from Corvallis; Melvin Hawkins, Benton County Commissioner, and Martin Beyerlein, representing Mayor Larson, both from Philomath; W. L. Fitzpatrick, Mayor, Wm. Bollman, City Manager, and Glenn Chaffin, Manager of Chamber of Commerce, all from Albany; Morse Sherwood, Director of Highway 20 Association, and C. A. Brown, supporter of Highway 20 Association, both from Toledo; Glenn Huston, supporter of Highway 20 Association, and Clay Nichols, Director of Highway 20 Association, both from Lebanon. Mr. Howes, who acted as spokesman, introduced the other members of the delegation. Mr. Curry recalled that Highway US 20 Association is 14 years old, and although much work has been done to improve Highway US 20, they are not pleased with the fact that the harbor at Newport is to be improved by an expenditure of some twenty million dollars but access to the harbor is bottlenecked by the antiquated condition of the Corvallis-Newport Highway, particularly the section over the Coast Range. He urged the Commission to complete construction of this highway within the next 6 to 8 years. Mr. Howes read a statement calling attention to two particularly inadequate sections of Highway 20, one being in the slide area east of the community of Foster, and the other being the winding section of highway over the summit of the Coast Range. It was his feeling that the summit section of the Coast Range is in greatest need of improvement because it acts to shut off the natural flow of traffic from the Willamette Valley and economic development of the seaport at Newport. Port of Newport authorities, he stated, estimate savings of \$6.00 per ton in the cost of hauling freight if the highway east of Newport is improved adequately. Much of the freight to and from Newport is now shipped via Portland, and tourists and sportsmen avoid the highway because of its crooked condition. He requested that the Commission give urgent consideration to reconstruction of the summit section in the next two years to help the depressed economic condition of the coastal area. Mr. Curry mentioned that the existing distance of 55 miles between Newport and Corvallis could be reduced to 47 miles if the highway is reconstructed. Mr. Sherwood stated that the Toledo Lions Club is strongly in favor of the proposed improvement of Highway 20; also the General Steamship Company has indicated a desire to handle 100,000 tons of Oriental plywood at Newport which could be hauled over Oregon highways. At the present time 90 percent of the imported plywood is being landed at Longview, Washington. Chairman Jackson stated that the Commission understands and appreciates the need for improvement of this highway, but to complete all needed reconstruction in the state would cost nearly one-half billion dollars. The State has between \$14,000,000 and \$17,000,000 yearly to cope with these needs. Reconstruction of the highway from Corvallis to Toledo, he stated, would cost approximately \$14,000,000, and the Commission simply does not have that kind of money. He also commented that there are many other highways in Oregon which are in need of improvement, and although the Commission would like to improve all of them, funds are not available. The Engineer pointed out that a substantial amount of money has been spent on Highway US 20 during the past few years, and he mentioned projects at or near the Malheur River Canyon,

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Foster, Lebanon, Albany, Corvallis, Pioneer Mountain, Toledo, and Newport. Chairman Jackson reiterated that improvement over the Coast Range Summit is a particularly costly project, and the Commission could not give them any definite date as to when funds for this improvement would be available.

A group of people from Morrow County came before the Commission concerning the proposed Fourmile Canyon Cutoff from a point on the northerly part of the Heppner Highway near Morgan northerly and westerly to Arlington. Judge Oscar Peterson, Morrow County Judge from Heppner, introduced the following members of the delegation: Robert VanHoute, School Superintendent and Chamber of Commerce of Morrow County, and Oliver Creswick, County Assessor of Morrow County, both from Heppner; and George Shane, Jr., President of the Chamber of Commerce, Joe Harford, Mayor, and Geo. McClaskey, Gilliam County Councilman, all from Arlington. Judge Peterson emphasized the need for the Cutoff because of the narrow and crooked condition of the Heppner Highway (ORE 74) along Willow Creek northerly to the Columbia River Highway and because of the much shorter distance for the hauling of products from the Heppner area to Arlington. The Cutoff, he stated, will save about 12 miles. Mr. VanHoute pointed out the need for a better highway in order to attract tourists into Morrow County and to expand available recreational facilities in the southerly part of the county. Mr. Harford stated that the City of Arlington and Arlington Chamber of Commerce passed resolutions strongly in favor of this Cutoff, and he asked that the Commission give it serious consideration. Mr. Creswick mentioned the economic benefit that would accrue to the city of Heppner and surrounding country if they had a better highway to the Arlington area. It was his opinion that construction cost for improvement would not be too high. Judge Peterson called attention to the fact that the County's economic life depends principally upon agriculture and timber products. A better highway would attract tourists as a supplementary source of income for the area. Chairman Jackson stated that the Commission is aware of the need for highway improvement. The Commission's problem is not one of technical difficulties, however, but is a problem caused by lack of funds.

Following the favorable recommendation of the Chief Counsel, the Commission approved a Quitclaim Deed to Roscoe R. Knox covering a parcel of land containing approximately 21.3 acres in Section 34, Township 61 South, Range 19 East, W. M., (on the Post-Lost Creek Section of the Paulina Highway), Crook County. Briefly he explained that the deed covers land heretofore conveyed by Mr. Knox to the Commission, but for which Mr. Knox has not been paid because of title difficulties. The reconveyance to him is so that with the title in his own name he can bring a suit to quiet title against other persons to clear the title so that it can be reconveyed to the Highway Commission at which time payment to Mr. Knox can be made.

The Chief Counsel also presented for the Commission's consideration the proposed payment of \$600 to Oleta Walker for personal property damages when a slide presumably caused by highway construction damaged her residence on the Hunter Creek-Myers Creek Section of the Oregon Coast Highway in Curry County. Determination of the exact amount of damage, the Chief Counsel stated, is practically impossible, but Oleta Walker had claimed damages in the amount of \$1200. He recommended that payment of \$600 be made as reasonable compensation and so that the claim for personal damages will not complicate

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condemnation proceedings for the real property. Based on the Chief Counsel's recommendation, the Commission approved the payment.

The Commission signed or authorized the Secretary to sign the following deeds, agreements, and other papers:

"Oil, Gas and Sulphur Lease" to Humble Oil & Refining Company covering, Oil and Gas Exploration on lands described in Exhibit "A" attached to Agreement.

"Agreement" with Union Pacific Railroad Co., relative to the Twin Alder Creek O-Xing on the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway in Baker County.

"Quitclaim Deed" to Roscoe R. Knox covering property in Section 34, Township 61 South, Range 19 East, W.M., Crook County.

"Grant of Easement" to Paul H. and Jessie A. Angerstein for a parcel of land on North Portland Harbor-Russell Street Section, in the City of Portland, on the Pacific Highway.

"Easement Agreement" with Capital Manor granting Corporation permanent easement for a pipe line over and across a parcel of land lying in Section 29, Township 7 South, Range 3 West, W.M., Polk County.

"Agreement" with Linn County covering encroachment of the Highway Departments Albany office building parking area upon Spicer County Road.

"Agreement" with City of Portland covering construction of the Stadium Freeway.

"Abandonment Agreement" with Columbia County covering the Westport-Clatskanie Section of the Columbia River Highway, Columbia County.

"Abandonment Agreement" with Clatsop County covering the Westport-Clatskanie Section of the Columbia River Highway in Clatsop County.

"Abandonment Agreement" with Coos County covering Powers Junction-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

"Cooperative Construction Agreement" with Lincoln County to provide an access to an existing county road near the Lincoln Hospital in Toledo necessitated by the construction of the Siletz-Toledo Section of the Siletz Highway in Lincoln County.

"Cooperative Construction Agreement" with City of Springfield covering street closures, prohibition of parking and payment for utility moves in connection with the Tenth Street-High Banks Road Section of Eugene-Springfield Highway, Lane County.

"Agreement" with State Forestry Department covering the sale and removal of timber from unused portion of right of way occupied by the

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Fishhawk Falls Secondary Highway.

"Supplemental Agreement" with West Extension Irrigation District to incorporate the Bureau of Public Roads' "Policy and Procedure Memorandum 30-4" so that Federal-aid can be obtained for District's facilities on the Boardman Junction-Irrigon Section of Old Oregon Trail and Columbia River Highways in Morrow County.

There being no further business to consider, Chairman Jackson declared the meeting adjourned at 2:30 p.m.

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

K. N. Fridley
Commissioner

Floyd Query
Secretary

David B. Simpson
Commissioner

Salem, Oregon
May 25, 1962

The Oregon State Highway Commission met in regular session at 9:00 a.m., in the Conference Room of the State Highway Building. Present were:

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. L. I. Lindas, Chief Counsel, was excused as he was out of town on business.

The Commission approved the minutes for Commission meetings held April 3 and April 13, 1962.

The Right of Way Engineer presented for consideration options, pages 1 through 56, secured for acquisition of real property needed for state highway property or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto marked "Right of Way Resolution", dated May 25, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations, and Reports of Offers".

The Property Manager's report covering sales of miscellaneous properties and property rentals was presented by the Right of Way Engineer. Miscellaneous sales since the last Commission meeting totaled \$12,090.68. Rental receipts for the month of March were \$5,916.34, and for the month of April were \$5,238.35. The Commission accepted the report.

"Indentures of Access" were presented by the Right of Way Engineer who explained that the "Indentures" involve changes in existing points of access for the safety of the traveling public and for the convenience of the property owners. Upon his favorable recommendation, the Commission approved the following "Indentures of Access":

- (1) Coleman property, File No. 32713 on the Westport-Clatskanie Section, Columbia River Highway in Columbia County, involves change of location for one point of access, unrestricted as to use.

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- (2) Buckley property, File No. 25690, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, involves change of location on two points of access and a change of access restriction at one point.
- (3) Finley property, File No. 31788, on the Biggs Junction-Mud Hollow Road Section of the Sherman Highway in Sherman County, provides for one point of access, restricted to agricultural and residential uses.
- (4) Turton property, File No. 19169, on the Medford-County Farm Section of the Pacific Highway in Jackson County, involves change of location and substitution of two points of access, with unrestricted use for three points of access previously granted.
- (5) Gnos property, File No. 24653, on the Neskowin-Salmon River Section of the Oregon Coast Highway in Lincoln County, involves change of location for one point of access, restricted to agricultural, timber, and residential purposes.
- (6) Wilson property, File No. 99, on the Biggs Junction-Rufus Section of the Columbia River Highway in Sherman County, approximately 1.25 miles west of Rufus on the relocated Columbia River Highway, involves change to unrestricted use of one point of access. The owner at his own cost is to construct acceleration and deceleration lanes as required by the Engineer, and to post bond to guarantee performance. The U. S. Corps of Engineers has not conveyed to the State title to the right of way occupied by the relocated highway so this action, the Right of Way Engineer stated, is in the nature of a temporary permit and is to be confirmed by a subsequent recordable "Indenture" when the State obtains legal possession of the right of way.

Attention was given to a "Relinquishment of Title" to the City of Medford for 0.03 acre on the northwest corner of the intersection of Biddle Road and Jackson Street (Seven Oaks-Ashland Section of the Pacific Highway in Jackson County). The Right of Way Engineer explained that the City of Medford is improving this intersection and has requested that the State deed to the City a four-foot strip of land to accommodate the improvement. The Commission approved the "Relinquishment of Title".

The Commission considered transferring by deed to Chester J. and Opal L. McGriff 186 square feet of land on the Denny Road-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County. The

Right of Way Engineer pointed out that the transfer of property is to correct an error made in staking right of way for the relocated highway. Following his favorable recommendation, the Commission approved the transfer of property.

The Commission also considered quitclaiming to the City of Eugene 20 square feet of land lying westerly of Seventh Avenue, which is adjacent to the southbound route at the northerly end of the one-way couplet carrying Pacific Highway through Eugene. The Right of Way Engineer stated that the land is to be utilized in a trade with an adjacent owner who has a questionable interest in a similar area lying within the city street. The transfer is to clear the title and no consideration is involved. The Commission accepted his recommendation that the land be quitclaimed to the City.

The proposed granting of an easement to the Talent Irrigation District, covering 0.07 acre, for construction and maintenance of an irrigation ditch on right of way on the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County was discussed. The Right of Way Engineer explained briefly that the easement is necessary because of highway construction which required relocation of an irrigation ditch. The easement, he stated, has been approved by the Bureau of Public Roads and he recommended that the Commission approve it. The Commission approved the easement.

Because of an error in staking the right of way line on the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County, the Right of Way Engineer recommended that the Commission deed to Marion A. Phife, File No. 31201, an area of 2,000 square feet. This parcel, he stated, lies between the line erroneously staked and the line described in the deed. The owner has agreed to pay to the State the sum of \$45.91 which is based upon an appraised value at the time of taking. The Commission approved the transfer of property.

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of property no longer needed for highway purposes. Access provisions, he stated, are consistent with the departmental policy as practiced in the vicinity of each parcel, and the recommended sale price is based upon appraised value or upon an offer which exceeds appraised value. Upon his favorable recommendation the Commission authorized public sale of the following properties and thereupon adopted resolutions relative thereto marked "Real Property Resolution Nos. 351 through 354", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 0.92 acre of land, File No. 5458, on the Jefferson County Line-Metolius Section of the Culver Highway in Jefferson County, for not less than \$500 and without restrictions.
- (2) 16,170 square feet of land, File Nos. 23147 and 25006, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for not less than \$16,170. Advertising sign restrictions are to be imposed and no access will be allowed to the Pacific Highway. (See Resolution No. 354)

- (3) 50,000 square feet of land, File No. 24828, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for not less than \$1,500. Access will be permitted to S. W. 55th Avenue but no access will be permitted to the Pacific Highway. Advertising sign restrictions are to be imposed. (See Resolution No. 353).
- (4) 6.5 acres of land, File Nos. 23008 and 23010 on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than \$3,000. Access is to be allowed to Applegate Avenue County Road, but no access will be allowed to the Redwood Highway. The purchaser will be required to maintain existing irrigation facilities. (See Resolution No. 351)
- (5) 2 acres, File No. 23003, on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than \$200. The sale is to be subject to an easement of access to the abutting property, which access is 25 feet in width and restricted to residential use only.
- (6) 1.68 acres of land, File No. 23997, on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than \$550. Access is to be allowed using an existing approach to the old highway. No access is to be permitted to the relocated highway.
- (7) 1.3 acres, File No. 23989, on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than \$500. Access is to be permitted to Robinson County Road, but no access is to be allowed to the relocated Redwood Highway.
- (8) 0.2 acre of land, File No. 23989, on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than \$50. No access is to be permitted to the relocated Redwood Highway.
- (9) 1.8 acres, File No. 23992, on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than \$1,000. No access is to be permitted to the relocated Redwood Highway. (See Resolution No. 352)
- (10) 3.5 acres, File Nos. 23992 and 23994, on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County, for not less than

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\$525. No access is to be allowed to the relocated Redwood Highway, and the State will retain a permanent drainage easement.

Direct sale of several parcels of highway property were recommended by the Right of Way Engineer. These parcels, he stated, are no longer needed for highway purposes, and because of their location and other peculiarities, the properties cannot be sold by public sale. Proposed sale prices, he continued, have been determined by appraisal and reflect current values for the properties. The Commission approved sale of the following parcels:

- (1) 2.79 acres, File No. 12315, on the Mitchell-John Day Section of the Ochoco Highway in Wheeler County to Jackson Brothers, the adjoining owner, for the sum of \$200. No restrictions are to be imposed on this land, which was formerly used for a stockpile site.
- (2) 9,800 square feet of land, File No. 23084, on the Klamath Falls West Side Bypass Section of The Dalles-California Highway in Klamath County to the Klamath Irrigation District for the sum of \$200. The deed is to contain a public use clause.
- (3) 1.05 acres, File No. 5931, on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County to the City of Pendleton, for the sum of \$25. No restrictions are to be imposed.
- (4) 1,300 square feet of land, File No. 6120, on the Madras Section of The Dalles-California Highway in Jefferson County to the Jefferson County Title and Abstract Company, for the sum of \$150. No access is to be permitted to The Dalles-California Highway.
- (5) 0.03 acre, File No. M-60, on the McKenzie Bridge Section of the McKenzie Highway in Lane County to Lane County, for the sum of \$1,035. This parcel is a ten-foot strip of land taken from the southerly side of the highway maintenance station at McKenzie Bridge and is to be used for county road right of way. The Commission adopted a resolution pertaining to this sale, marked "Real Property Resolution No. 355", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered an exchange of lands with the East Cascade Investment Company to provide better access from their property to the frontage road on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County. The Right of Way Engineer explained that the

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owner does not have frontage along the frontage road while the State has approximately 1,600 feet of frontage, varying in depth from 0 to 400 feet. The Investment Company has offered to trade a rectangular tract of 5.8 acres for 1.2 acres of State land, which would provide 750 feet of frontage on the frontage road. The appraised value of the 5.8 acres offered is \$14,500, and the appraised value of 1.2 acres which the Investment Company wishes to acquire is \$9,250. The Investment Company, he stated, has offered to make an even exchange, and he recommended that the exchange be approved by the Commission. The Commission approved the exchange.

The Right of Way Engineer presented three proposed grants of easement to Southern Pacific Pipelines, Inc., on the Pacific Highway in Marion and Linn Counties. He explained briefly that the Pipelines Company is installing an eight-inch oil pipe line from Linnton to Eugene to carry petroleum products, which line crosses three parcels of excess property; they have requested easements on this right of way, an aggregate area of 0.66 acres to install their pipe line. The remuneration for the easements, he stated, is in line with appraised values of property that they will occupy. Following his favorable recommendation, the Commission approved the following easements to Southern Pipelines, Inc.:

- (1) 0.23 acre, File No. 25383, on the Albany-Judkins Point Section of the Pacific Highway in Linn County, for the sum of \$35.
- (2) 3,590 square feet of land, File No. 24548, on the North Jefferson Junction-Albany Section of the Pacific Highway in Linn County, for the sum of \$75.
- (3) 15,300 square feet of land, File No. 11079, on the North Jefferson Junction-S.P. Overcrossing of the Pacific Highway in Marion County, for the sum of \$40.

The Assistant Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions relative thereto, marked "Condemnation Resolution Nos. 1603 through 1631", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Condemnation Resolutions".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" and "Supplemental Recommendations for Condemnation", dated May 25, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Reports of Offers").

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A written report of condemnation cases and other cases which have been tried in court since the last Commission meeting was presented by the Assistant Chief Counsel. He outlined briefly some of the highlights in the trials. The Commission accepted the report of the following cases:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3945 Donald Trussell, et ux.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	\$19,000.00	\$ 87,500.00	Voluntary None
L-3873 Ruth E. Doyle, et al.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	\$ 4,520.00	\$240,000.00	\$ 2,760.00
L-3708 Rogue Valley Land Co., et al.	Jackson	Pacific	Seven Oaks-Neil Creek	\$22,500.00	\$ 49,000.00	\$60,500.00
L-3750 Ruhl Morgan, et al.	Washington	Sunset	Cornelius Pass-Multnomah County Line	\$20,000.00	\$ 23,500.00	\$22,500.00
L-3901 Joseph W. Dodd	Wasco	The Dalles-California	Butler Canyon-White River	\$17,200.00	\$ 75,000.00	\$30,000.00
L-3648 Aini B. Kaakinen, et al.	Clatsop	Oregon Coast	Smith Point-Camp Rilea	\$ 2,050.00	\$ 6,419.55	\$ 3,350.00
L-3888 Oleta Walker	Curry	Oregon Coast	Hunter Creek-Myers Creek	\$ 7,225.00	\$ 12,500.00	\$ 8,500.00
L-3857 Mitchel Anderson, et ux.	Curry	Oregon Coast	Myers Creek-Brookings	\$ 6,500.00	\$ 96,280.00	\$27,227.00 R/W and damage for access control \$2,580 remaining land-locked parcel taken for park

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(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3758 Prescott Corp, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	\$22,500.00	\$60,000.00	\$25,500.00 Judgment

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3553B Assembly of God, Pentacostal of Albany, et al.	Linn	Santiam	Albany-Pacific Highway Interchange	\$ 2,375.00	\$ 4,300.00	\$ 2,500.00 Verdict in first trial \$3,792.00
L-3679A Scott B. Zachary	Jackson	Pacific	Seven Oaks-Neil Creek	\$18,225.00	\$34,000.00	\$30,000.00 in original trial held June 1, 1961

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3320 State and City of Klamath Falls	Oregon Water Corp.	Jackson	Declaratory Judgment	Recover utility relocation costs in Klamath Falls \$29,621.82	\$29,621.82
L-3719 Dolan Construction Co.	State of Oregon	Marion	Breach of contract	\$27,199.81	\$ 7,500.00 (Judgment)
L-2735A Joseph Cereghino, et al.	State of Oregon	Multnomah	(Appeal to Supreme Court by State from (verdict in favor of (property owner in (lower court arising out of inverse condemnation to recover (compensation for (water damage		(Supreme Court (rendered (decision (in favor (of State--- (reversed (and re-manded to (lower court (to enter (judgment in (accordance (therewith
L-2739A William E. Tegart, et ux.	State of Oregon	Multnomah			
L-2740A S. B. Hall, et al.	State of Oregon	Multnomah			

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(Report of Trial of Other Cases - Cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3956 Blackie Hamilton	State of Oregon	Wheeler	To settle between several private parties who are to receive \$1,200 which State agreed to pay for fencing in a right of way transaction	\$ 1,200.00	State paid \$1,200 into Court and Order has been entered releasing State from further liability

Concerning the Anderson case, File No. L-3857, the Assistant Chief Counsel reported that a motion for a new trial will be filed by the State as it was felt several errors had been committed by the Court. If such motion is denied, the State will study the transcript of the trial to determine whether an appeal is justified and should be instituted.

(For additional details concerning these cases, see the Assistant Chief Counsel's letters, dated May 17, 1962, entitled "Report of Cases Tried", and May 24, 1962, entitled "Supplemental Report of Cases Tried", in the General Files in the Salem Office).

A report on condemnation cases which have been settled out of court was also presented by the Assistant Chief Counsel. The proposed settlements, he stated, are based on appraised values and do not constitute substantial increases above offers made for the properties. The Commission approved the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3720 Charles N. Walker, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 5,500.00	\$ 5,500.00
(Subsequent to offer a number of fixtures were removed from premises, probably by vandals.)					
L-3752 Archdiocese of Portland in Oregon, et al.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	\$ 3,700.00	\$ 4,000.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3794 Theodore R. Klein, et al.	Jackson	Pacific	Rock Point-Seven Oaks Section	\$ 1,600.00	\$ 2,600.00
(Revised Appraisal \$2,750 to reflect grade and access damage.)					
L-3892 Bernard M. Levinson, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 3,500.00	\$ 3,750.00
L-3919 Effie E. Shoemaker, et al.	Hood River	Mt. Hood	Fikes Corner-Whiskey Creek	\$ 2,700.00	\$ 2,950.00
L-3926 Clare Bickford, et al.	Hood River	Mt. Hood	Fikes Corner-Whiskey Creek	\$ 100.00	\$ 100.00
L-3978 Merle H. Baldra, et ux	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 3,100.00	\$ 3,475.00
L-3984 P. D. Brinkman, et ux.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 6,490.00	\$ 6,900.00
L-3997 John H. Purdum, et ux.	Lincoln	Oregon Coast	South Newport State Park	\$ 75.00	\$ 200.00
L-4002 Bruce McGregor, et ux.	Lane	Eugene-Springfield	First Avenue-Coburg Road	\$ 7,100.00	\$ 7,500.00
R-31718 L. C. Cornwall, et al.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	\$ 500.00	\$ 300.00 for undivided 1/3 interest

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-31748 Cascade Natural Gas Corp.	Umatilla	Pendleton-John Day	Emigrant Avenue-Frazer Avenue Couplet	\$13,050.00	\$14,500.00
(Original offer was for 6,700 sq. ft. Revised to 7,700 sq. ft.)					
R-32065 St. Helens Hall	Multnomah	Stadium Freeway	Sunset Interchange-Marquam Bridge	\$824,500.00	\$860,000.00 includes trade fixtures and excess taking
(For Record Only: Approved at the April 3, 1962 Commission meeting. Owner may retain possession until June 15, 1964, provided consideration not to be paid until possession given. Owner may accelerate payment without terminating possession by giving notice and paying \$4,000 per month for remaining time.)					

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3898 Robert D. Copeland, et al.	Josephine	Redwood	"E" Street and "F" Street connection	\$ 4,100.00	\$ 4,500.00 including plus owner \$100 for keep fence fence
L-3909 Dr. C. R. Farnsworth, et al.	Multnomah	Pacific West	Hillsdale-Barbur Boulevard-Hamilton Street-Slavin Road	\$ 2,200.00	\$ 2,500.00
L-4006 George Frederick Bellows, et al.	Douglas	Roseburg-Melrose-Umpqua County Road	Bellows Street-Madrone Street	\$ 5,650.00	\$ 5,650.00
L-4007 John Illias, et al.	Multnomah	Columbia River	Sauvie Island-St. Johns Bridge	\$ 6,600.00	\$ 4,650.00 reduced to \$4,645.00 because of fire damage
L-3962 Alvin C. Reed, et ux.	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	\$28,065.00	\$30,350.00

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(For additional details concerning these settlements, see the Assistant Chief Counsel's letters, dated May 17 and May 24, 1962, entitled respectively "Report of Cases Settled" and "Supplemental Report of Cases Settled", in the General Files, Salem).

Consideration was given to the Assistant Chief Counsel's report on offers made to property owners for acquisition of property prior to the commencement of condemnation proceedings. He commented that the offers are based upon careful appraisals and have been approved orally by at least one of the Commissioners prior to this meeting. The Commission confirmed the following offers:

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY

R-33397 - Greta Albel, et al. Parcel No. 1: 3.85 acres for right of way purposes; Parcel No. 2: 0.1 acre for right of way purposes. Offer of \$8,500.00 approved by Mr. Simpson, May 2, 1962.

R-33399 - Jim A. Rudisill, et al. Parcel No. 1: 1.70 acres for right of way purposes; Parcel No. 2: 0.02 acre for right of way purposes. Offer of \$2,800.00 approved by Mr. Simpson, May 15, 1962.

R-33412 - J. F. Yoerger, et al. Parcel No. 1: 11.3 acres for right of way purposes; Parcel No. 2: 0.5 acre for right of way purposes. Offer of \$1,180.00 approved by Mr. Simpson, April 23, 1962.

R-33417 - Everett Harold Landis, et al. Parcel No. 1: 5.6 acres for right of way purposes; Parcel No. 2: 0.07 acre for right of way purposes. Offer of \$7,226.00 approved by Mr. Simpson, May 15, 1962.

BRIDGE-FRENCHIE CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-33466 - Manley E. Cribbins, et ux. Parcel No. 1: 11.5 acres for right of way purposes; Parcel No. 2: 0.90 acre for right of way purposes. Offer of \$3,480.00 approved by Mr. Jackson, April 23, 1962. On January 29, 1962, an amount of \$4,490.00 was approved by Mr. Jackson. This revised amount is due to a description change.

CASCADE GORGE-FOREST BOUNDARY SECTION OF THE CRATER LAKE HIGHWAY

R-33544 - Reuben E. Moore, et al. 1.1 acres for right of way purposes. Offer of \$950.00 approved by Mr. Jackson, April 13, 1962.

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY

R-33305 - Herman A. Lindstrom, et al. 0.33 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson, April 30, 1962.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-28549 - Dora H. Peters, et al. 9,073 square feet for right of way purposes. Offer of \$139,133.00 approved by Mr. Simpson, May 8, 1962.

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82ND AVENUE-92ND AVENUE SECTION OF THE MT. HOOD HIGHWAY

R-34477 - Vearl E. Sherman, et al. 78 square feet for right of way purposes. Offer of \$200.00 approved by Mr. Simpson, April 13, 1962.

FIRST AVENUE-COBURG ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-33368 - Clarence F. Smith, et al. 1.05 acres for right of way purposes. Offer of \$5,250.00 approved by Mr. Jackson, May 2, 1962.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32343 - Willis J. Harbke, et al. 2,651 square feet for right of way purposes. Offer of \$9,750.00 approved by Mr. Simpson, May 15, 1962.

R-32390 - James Carhart Powers, et al. 2,800 square feet for right of way purposes. Offer of \$13,000.00 approved by Mr. Jackson, April 13, 1962.

R-34111 - David Horenstein, et ux. 5,000 square feet for right of way purposes. Offer of \$24,000.00 approved by Mr. Simpson, May 14, 1962.

HARBOR DRIVE-BARBUR BOULEVARD SECTION OF THE PACIFIC HIGHWAY

R-34232 - George B. Clisby, et al. 3,000 square feet for right of way purposes. Offer of \$750.00 approved by Mr. Simpson, April 30, 1962.

JACKSONVILLE HILL-JACKSONVILLE SECTION OF THE MEDFORD-PROVOLT HIGHWAY

R-34506 - William J. Easter, et ux. 0.8 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson, April 16, 1962.

MICHIGAN AVENUE-GRAND AVENUE (BANDON) SECTION OF THE COQUILLE-BANDON HIGHWAY

R-34351 - Kenneth M. Stanley, et al. Parcel No. 1: 800 square feet for right of way purposes; Parcel No. 2: 500 square feet for permanent easement. Offer of \$1,550.00 approved by Mr. Jackson, April 17, 1962.

MIDDLE BRIDGE ROAD-LOVE BRIDGE SECTION OF THE BAKER-HOMESTEAD HIGHWAY

R-33991 - Phillips Ranch. Parcel No. 1: 11.7 acres for right of way purposes; Parcel No. 2: 0.9 acre for right of way purposes; Parcel No. 3: 0.18 acre for temporary easement; Parcel No. 4: 1.45 acres for temporary easement. Offer of \$4,300.00 approved by Mr. Fridley, May 1, 1962.

MOHAWK ROAD-MCKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30695 - John L. Book, et al. 0.33 acre for right of way purposes. Offer of \$350.00 approved by Mr. Jackson, April 30, 1962.

MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31430 - J. F. Dunn, et ux. 1,500 square feet for right of way purposes. Offer of \$650.00 approved by Mr. Jackson, May 15, 1962.

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NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-32509 - Seburn E. Simmons, et al. 1.5 acres for right of way purposes. Offer of \$15,000.00 approved by Mr. Simpson, May 7, 1962.

R-32514 - King Broadcasting Company, et al. 3.68 acres for right of way purposes. Offer of \$3,680.00 approved by Mr. Simpson, April 19, 1962.

REX HILL-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST

R-34033 - George Arthur Henry Wrigglesworth, et al. 0.07 acre for right of way purposes. Offer of \$910.00 approved by Mr. Simpson, May 16, 1962.

R-34036 - Walter C. Marohn, et ux. 0.03 acre for right of way purposes. Offer of \$510.00 approved by Mr. Simpson, May 16, 1962.

SALMON RIVER JUNCTION-EAST McMinnville Junction Section of the Three Mile Lane Highway

R-29194 - William H. Bosch, et al. 1.23 acres for right of way purposes. Offer of \$875.00 approved by Mr. Simpson, April 24, 1962.

R-29195 - Dick Reyne, et al. Parcel No. 1: 6.43 acres for right of way purposes; Parcel No. 2: 0.18 acre for right of way purposes; Parcel No. 3: 0.09 acre for temporary easement; Parcel No. 4: 1.0 acre for permanent easement. Offer of \$3,875.00 approved by Mr. Simpson, April 13, 1962.

R-30318 - C. C. Meisel, et al. Parcel No. 1: 2.52 acres for right of way purposes; Parcel No. 2: 2.90 acres for right of way purposes. Offer of \$2,260.00 approved by Mr. Simpson, April 13, 1962.

R-30325 - Roy Altimus, et al. 2.9 acres for right of way purposes. Offer of \$2,030.00 approved by Mr. Simpson, May 16, 1962.

R-30326 - Muriel E. Altimus, et al. Parcel No. 1: 2.56 acres for right of way purposes; Parcel No. 2: 0.16 acre for right of way purposes. Offer of \$1,750.00 approved by Mr. Simpson, May 16, 1962.

R-34168 - Edlon W. Martin, et al. 1.12 acres for right of way purposes. Offer of \$800.00 approved by Mr. Simpson, May 16, 1962.

R-34257 - J. L. Wilcox, et al. 0.3 acre for right of way purposes. Offer of \$4,450.00 approved by Mr. Simpson, April 19, 1962. On February 19, 1962, an amount of \$2,650.00 was approved by Mr. McIver. This revised amount is due to a new appraisal review.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31712 - Daniel J. Silverman, et al. 2,950 square feet for right of way purposes. Offer of \$400.00 approved by Mr. Simpson, May 17, 1962.

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SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY - Cont.

R-33624 - Daniel J. Silverman, et al. Parcel No. 1: 150 square feet for right of way; Parcel No. 2: 850 square feet for permanent easement. Offer of \$250.00 approved by Mr. Simpson, May 17, 1962.

R-34632 - City of Portland. 2,300 square feet for right of way purposes. Offer of \$2,850.00 approved by Mr. Simpson, April 18, 1962.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-34615 - Alvin Athanas, et ux. 0.7 acre for right of way purposes. Offer of \$760.00 approved by Mr. Jackson, May 2, 1962.

SPRING VALLEY CREEK BRIDGE SECTION OF THE SALEM-DAYTON HIGHWAY

R-34201 - Pioneer Trust Company, et al. 0.6 acre for right of way purposes. Offer of \$895.00 approved by Mr. Simpson, May 8, 1962.

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION OF THE BEAVERTON-TIGARD HIGHWAY

R-32763 - William Norman Marshall, et al. 0.34 acre for right of way purposes. Offer of \$7,850.00 approved by Mr. Jackson, April 13, 1962.

R-32765 - John L. Klein, et al. 0.86 acre for right of way purposes. Offer of \$24,800.00 approved by Mr. Simpson, April 13, 1962.

R-32780 - Bessie H. Lacey, et vir. Parcel No. 1: 0.15 acre for right of way purposes; Parcel No. 2: 0.56 acre for right of way purposes. Offer of \$100.00 approved by Mr. Simpson, April 30, 1962.

R-32918 - John Barry, et al. Parcel No. 1: 170,580 square feet for right of way purposes; Parcel No. 2: 1,398 square feet for right of way purposes; Parcel No. 3: 8,308 square feet for right of way purposes. Offer of \$210,000.00 approved by Mr. Simpson, April 24, 1962.

R-32920 - The Oregon Bank. Parcel No. 1: 392,500 square feet for right of way purposes; Parcel No. 2: 2,200 square feet for right of way purposes. Offer of \$284,300.00 approved by Mr. Simpson, April 24, 1962.

THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32970 - W. J. Seufert Land Co., et al. Parcel No. 1: 15.45 acres for material source; Parcel No. 2: 14.34 acres for material source. Offer of \$6,650.00 approved by Mr. Fridley, April 25, 1962.

A written report was presented by the Assistant Chief Counsel concerning orders received from the Public Utility Commissioner regarding railroad crossing matters in which the Highway Commission has been a party. The Commission accepted the report, which is summarized as follows:

(Report on following page)

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PUX 450: Camp Rilea grade crossing of tracks of Spokane, Portland Seattle Railway Company, Oregon Coast Highway, Clatsop County. The order dismissed without prejudice the Commission's petition to alter the Camp Rilea grade crossing as the alteration probably will not be undertaken for several years.

PUX 456: Tallman grade crossing of tracks of Southern Pacific Company, Lebanon-Corvallis Highway, Linn County. The order authorized the Commission to alter the grade crossing by construction of stopping lanes on each side of the crossing and the installation of flashing red light signals equipped with gongs.

PUX 472: Industrial Spur Track crossing of intersection of Tremont and Lewis Streets in the City of North Bend, Coos County. The order involves city streets only and no objection was made to the order as issued.

The filing of a Complaint in Equity by Mr. Edward Seufert and his wife in the Circuit Court for the County of Wasco was reported by the Assistant Chief Counsel. The gist of the complaint, he stated, alleges that the State failed to live up to its agreement made sometime prior to February, 1955, concerning the paving and taking over of a frontage road a short distance east of The Dalles and paralleling the Columbia River Highway. He stated that the State has a legal as well as an equitable defense, and he would proceed to defend the case in court. The Commission accepted the report.

Also presented was a case filed by Mr. Roy W. Simmons against Delmar Wilson, Howard Roberts and John Doe Wright, employees of the State Highway Department. The complaint alleges that the highway employees failed to maintain the Kellogg Bridge on the Elkton-Sutherlin Highway in an adequate condition, and as a result the bridge collapsed, destroying Mr. Simmons' logging truck. Evidence indicates, the Assistant Chief Counsel stated, that the bridge was caused to fall because Mr. Simmons' truck ran against and damaged several of the upright bridge supports. Defense of the action will be turned over to the State's insurance carrier. He also mentioned that the Commission had previously authorized him to take legal action against Mr. Simmons and his driver, Mr. Farson, for improper operation of the Simmons' truck, causing the Kellogg Bridge to collapse.

The Assistant Chief Counsel also made a report on legal action instituted by Mr. and Mrs. Bob G. Willis against M. J. Brassfield and Company and B and F Construction, Inc., State Highway contractors on Contract No. 6028 on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County. The Willises seek \$3,000 damages to their property because of alleged trespass by the contractor. Basis of the action, he stated, lies in Mr. Willis' contention that the right of way on which the contractors were operating is 40 feet in width. Investigation and examination of the County records, however, indicate that the right of way is 60 feet wide and Mr. Willis' fence was constructed on the 60-foot line. The contractors in their operations did not go beyond the fence. The Assistant Chief Counsel recommended that the Commission accept the defense of the case for the contractors. The Commission approved his recommendation.

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Upon the recommendation of the Assistant Chief Counsel, the Commission confirmed an agreement made by the Chief Counsel with St. Paul Fire and Marine Insurance Company entitled "Non-coverage and Reservation of Rights Agreement". The Assistant Chief Counsel recalled that the Chief Counsel had reported to the Commission at a previous meeting concerning this case in which the weighmaster had instructed the truck driver to turn his vehicle around, and the truck had been struck by a car. The State's insurance carrier claims that the case is not within the State's insurance policy although it is the Chief Counsel's opinion that it is. The Insurance Company, however, has agreed to defend the case, with the understanding that if the case is lost they will make payment if it is subsequently determined that the case is within the State's insurance policy, and the State is to pay if it is not.

A settlement with Durbin Bros. of their claim for additional compensation on Contract No. 5141, for grading, paving and construction of a concrete bridge on the Perry-Oro Dell Section of the Old Oregon Trail Highway in Union County, was discussed. The Assistant Chief Counsel explained that the original contract had allowed 250 workdays to complete the contract. Seven structures within the limits of this grading and paving contract were awarded by separate contract and it was expected but not guaranteed that the project would be finished by December, 1958. However, primarily because of a labor strike the first structure was not completed until November, 1959, and the last one was completed in October, 1960. Durbin Bros. claimed damages in the amount of \$70,000 because of the approximate two-year delay. He recommended that a compromise settlement be made in the amount of \$35,602.25. Federal participation, however, would be made on the basis of \$31,920 as that is all that can be verified according to their requirements. Based upon the recommendation of the Engineer and the Assistant Chief Counsel, the Commission approved the settlement in the amount of \$35,602.25, on condition that the contractor would give a complete release of all claims on this project.

The Commission considered a request made by Horecny Logging Company for a lease covering oil, gas and mineral rights under the right of way of the Necanicum Highway adjacent to their property in the SE $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 23, T. 5 S., R. 9 W., Clatsop County. The Assistant Chief Counsel commented that similar leases previously granted by the Commission have been granted to those companies who are actually capable of drilling for such products and who are primarily involved in that sort of business. He recommended that the Horecny request for a lease be denied. The Commission accepted his recommendation.

Attention was given to a supplemental agreement between the Highway Commission of the State of Oregon and the Highway Commission of the State of Washington. The Assistant Chief Counsel stated that the agreement establishes the eligibility of the Astoria Bridge project for federal-aid. As a means of accomplishing this, the agreement provides that Oregon shall program for its federal-aid allocation 70 percent of the 1 percent federal funds required

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for eligibility, and the State of Washington from its federal-aid allocation shall program 30 percent of the 1 percent of those funds. He explained that these percentages are in line with the formulas set up in the original agreement with the State of Washington. Following the favorable recommendation of the Assistant Chief Counsel, the Commission approved the supplemental agreement.

The Engineer commented that the "Open House" held by the Highway Department in Salem and throughout the State on May 24, 1962, had been well received and it was his feeling that it had been an aid to good public relations. He complimented Mr. Victor Wolfe, Mr. Carl Plog and the Public Relations Section on their handling of the project, and expressed thanks to all employees who participated in the "Open House".

The Engineer also stated that Mr. C. G. Polk, Division Engineer for the U. S. Bureau of Public Roads, whose office is in Salem, is retiring soon after over 40 years' service with the Bureau. He complimented Mr. Polk on being an excellent practical engineer, with a long background of experience in engineering matters. In handling highway matters, he stated that Mr. Polk had always maintained an attitude of fairness and had been very helpful in solving highway problems. The entire Highway Department, he stated, will be sorry to see him retire as he is regarded as a good friend but wish him well and Godspeed. Chairman Jackson commented that the Highway Commission feels the same way toward Mr. Polk, and that they wish him the best of everything in his retirement. Mr. Polk remarked that he had enjoyed working with the State Highway Commission and its staff during the past fourteen years. It was his opinion that the personnel of the Oregon State Highway Department is above average in ability.

The Engineer stated that as previously requested he had made an investigation into the possibility of establishing overnight camping at Tou Velle State Park in Jackson County. The existing park is not adequate for overnight camping facilities and inquiry had been made to the First National Bank of Oregon, trustee of the Tou Velle estate, to determine the possibility of purchasing the 16-acre tract adjoining the southerly boundary of the park. Because of the terms of the trusteeship, the bank is securing an opinion from their attorneys as to the legality of selling the tract. The property, he said, was appraised at a value of \$1,280 without access, but an offer has been made by a realtor in Medford which is substantially above the appraisal figure. The offer, however, was refused. The bank has indicated that there is no objection to selling the property but because of a restriction in Mr. Tou Velle's will, the matter of title is a consideration. It was his opinion that the addition of overnight camping at Tou Velle State Park is desirable, and he recommended acquisition of the 16-acre tract by condemnation, it being anticipated that a price could be agreed upon at the time of the proceedings. The Commission approved the recommendation by adopting a resolution declaring the necessity of said property for the special use to which it is to be put, and authorizing the Legal and Right of Way Division to attempt to agree with the owners of said property as to price but to acquire such property by condemnation in the event of disagreement. This resolution is marked "Condemnation Resolution No. 1632" and by this reference is made a part hereof and filed in the Secretary's Office under "Condemnation Resolutions".

The meeting was recessed at 9:55 a.m. and reconvened at 10:10 a.m., with the same persons present and participating.

The Commission confirmed the appointment of Harold Schick as State Parks Superintendent. The Engineer recalled that this action had been taken previously, and confirmation now is so that it may be a matter of official record. Because of his present duties with the City of Salem, Mr. Schick is not able to leave that work immediately, but it is anticipated that he can report for duty in the early part of July, 1962.

The Engineer reported that he had awarded contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he stated, have been met. The Commission confirmed award of the following contracts:

- (1) Grading and surfacing the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County. Bids received April 11, 1962. Contract No. 6075 awarded April 17, 1962, to Kenneth E. Nielsen, Salem, low bidder.
- (2) Grading the Tenth Street-Highbanks Section of Eugene-Springfield Highway in Springfield, Lane County. Bids received April 11, 1962. Contract No. 6076 awarded April 17, 1962, to Hamer Corporation, Portland, low bidder.
- (3) Grading and paving Gaston (2nd Street) Section, Washington County. Bids received April 11, 1962. Contract No. 6077 awarded April 19, 1962, to M and M Paving Company, Cornelius, low bidder.
- (4) Traffic signal installation in city of Grants Pass on Pacific Highway, Josephine County. Bids received April 11, 1962. Contract No. 6078 awarded April 26, 1962, to Madson and Stokes, Roseburg, low bidder.
- (5) Washburn Way Overcrossing and USRS Canal Culvert to carry Washburn Way (FAS 434) over Great Northern Railway tracks, Klamath County. Bid received April 11, 1962. Contract No. 6079 awarded April 26, 1962, to Tom Lillebo Construction Co., Reedsport, low bidder.
- (6) Grading and paving 82nd Avenue-92nd Avenue (Powell Boulevard) Section of Mt. Hood Highway, Multnomah County. Bids received April 11, 1962. Contract No. 6080 awarded May 1, 1962, to Porter W. Yett, Oreg. Ltd., Portland, low bidder.
- (7) Grading, paving and structure on Michigan Avenue-Grand Avenue (Bandon) Section of Coquille-Bandon

Highway, Coos County. Bids received April 11, 1962. Contract No. 6081 awarded May 4, 1962, to Woodward & Son-Barklow, Coquille, low bidder.

- (8) Grading and oiling the Jacksonville Grade-Jacksonville Section of Medford-Provolt Highway, Jackson County. Bids received April 11, 1962. Contract No. 6082 awarded May 4, 1962, to M. C. Lininger & Sons, Medford, low bidder.

Establishment of reduced speed zones through highway construction projects was reported by the Engineer. These reduced speed zones, he stated, are necessary for the protection of the traveling public through highway construction operations. The Commission confirmed the following construction speed zones:

- (1) 35 MPH on Cottage Grove-Divide Section of Pacific Highway, Lane County, between M. P. 144.0 and M. P. 149.2, effective 8 a.m., PST, April 23, 1962.
- (2) 30 MPH on West Salem Section of Willamina-Salem Highway, Polk County, between M. P. 23.76 and M. P. 24.51, effective 8 a.m., PST, April 20, 1962.
- (3) 25 MPH on Seven Oaks-Jackson Street Section of Pacific Highway, Jackson County, between M. P. 301.7 and M. P. 303.0, effective 8 a.m., PST, April 23, 1962.
- (4) 30 MPH on Yach Bridge-Weed Bridge Section of Little Nestucca Highway, Tillamook County, between M. P. 5.20 and M. P. 7.73, effective 8 a.m., PST, April 19, 1962.
- (5) 35 MPH on Pacific Highway (Denver Avenue) between M. P. X5.25 and M. P. X5.87, Multnomah County (site of Vanport structure project), effective 9 a.m., DST, May 2, 1962.
- (6) 15 MPH on the detour from Harbor Drive to the Ross Island Bridge via the Grover Street tunnel, Corbett Avenue, Gibbs Street and Kelley Avenue, Multnomah County, effective 9 a.m., DST, April 30, 1962.
- (7) 30 MPH on Palm Hill detour in connection with construction on Westport-Clatskanie Section of Columbia River Highway, effective 8 a.m., PST, April 16, 1962.

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The Commission considered the adoption of two location surveys for improvement of state highways. The Engineer stated that the proposed surveys had been given very careful engineering study in order to provide the most adequate facilities for the traveling public commensurate with the cost, the traffic involved, and other economic factors. Based upon the Engineer's favorable recommendation, the Commission approved the following surveys and adopted resolutions relative thereto marked "Survey Resolution Nos. 253 and 254", which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem:

- (1) Island City-Janson Road Section of the Wallowa Lake Highway in Union County. ("Survey Resolution No. 253").
- (2) Oro Dell-La Grande Section of the Old Oregon Trail Highway in Union County. ("Survey Resolution No. 254").

The Engineer recalled that at the Commission Meeting held on March 2, 1962, a delegation from Albany had requested improvement of the old route of the Pacific Highway through the City of Albany. The old concrete pavement, he stated, is very rough and should be repaired. He recommended an asphaltic concrete resurfacing project from Waverly Drive to the Southern Pacific overcrossing, a distance of 1.27 miles, at an estimated cost of \$75,000. To provide funds for this project, he recommended that slide correction jobs at Silver Point and at Getty Creek be deferred from the 1962 budget, thus providing \$65,000, and additional funds be secured by slightly reducing the length of a proposed resurfacing project on the Alsea Highway. Telephonic approval on this project had been previously secured and he asked the Commission for confirmation. The Commission confirmed the project as recommended by the Engineer.

A request from Sherman County was considered concerning placement of Liberty Road on the Federal-Aid Secondary System as Route 649. The Engineer commented that inclusion of this route will provide a more direct farm-to-market route for wheat ranches in that particular area, and he recommended that Liberty Road be placed on the Federal-Aid Secondary System for a distance of 3.2 miles, from a junction with FAS 669, northwest of Kent, easterly to a junction with FAP-12, 2.7 miles north of Kent. The Commission approved the recommendation.

The Commission considered requests from Sherman and Washington Counties for expenditure of county FAS funds. Requests were also considered for exchange of FAS funds between Clackamas and Josephine Counties, and between Polk and Washington Counties. The requested projects and the proposed exchange of funds, the Engineer stated, have been investigated, are eligible, and have been approved by the respective county courts. The Commission approved the following projects and exchange of funds, and authorized the Secretary to sign the necessary agreements when they are prepared:

(Tabulation on following page)

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County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Josephine	594	Alameda Mine-Dean Placer. (This represents an exchange of funds between Clackamas and Josephine Counties by which funds for this previously approved project are supplemented.)	\$ 100,000	1963
Sherman	649	Holmes Canyon-Finnegan Creek Section. Surface and oil, 3.2 miles.	\$ 75,000	1963
Polk	750	McTimmonds Corner-Maple Grove. (This represents an exchange of funds between Washington and Polk Counties by which funds for this previously approved project are supplemented.)	\$ 60,000	1963
Washington	630	Farmington Road-Tualatin Valley Highway Section. Grade, surface, and pave, 0.25 miles.	\$ 50,000	1963
			\$ 285,000	

SUMMARY BY FISCAL YEARS

	1962	1963	Total
Allocated Funds Previously Approved	\$3,497,000	\$3,690,000	\$7,187,000
Corrected to Date	3,497,000	1,709,000	5,206,000
Unprogrammed Balance	\$ --	\$1,981,000	\$1,981,000
Projects Proposed 5/25/62	--	285,000	285,000
Unprogrammed Balance	\$ --	\$1,696,000	\$1,696,000

Construction of the Alameda Mine-Dean Placer Section of the Galice Road, FAS 594, in Josephine County will require an estimated \$100,000 more of FAS funds than the county has available at present. Josephine County is extremely anxious to place this section under contract as soon as possible and they have requested the use of FAS funds available to Clackamas County. The Clackamas County Board of Commissioners have filed with the Highway Department a letter signed by the Board members stating that they are willing to permit the use of their funds by Josephine County. These funds will be returned to Clackamas County from the next FAS allotment to Josephine County.

Construction of the McTimmonds Corner-Maple Grove Project on FAS 750 in Polk County will require an estimated \$60,000 more of FAS funds than the county has available at present. Polk County is very anxious to place this section under contract as soon as possible and they have requested FAS funds available to Washington County. A letter has been filed with the Highway Department

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signed by both County Courts requesting this exchange. These funds will be returned to Washington County from the next FAS allotment to Polk County.

The Commission considered requests by contractors for increases in number of working days within which to complete the contracts without assessment of liquidated damages. The Engineer stated that the requests had been carefully investigated and that his recommendations had been made considering the facts and the terms of the contracts involved in each instance. The Commission took action on the requests for extensions of time as follows:

- (1) Stanley Wilt, Contract No. 5630, for structure, grading and oiling on the West Unit, Camp Creek-Paulina Section of the Paulina Highway, Crook County, requested an increase from 125 to 131 work days within which to complete the contract without assessment of liquidated damages. The Commission denied the request.
- (2) Durbin Bros., Contract No. 5873, for grading and surfacing the East Unit, Post-Camp Creek Section of the Paulina Highway in Crook County, requested an increase from 125 to 155 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request.
- (3) J. F. Konen Construction Co., Inc., Contract No. 5897, for stone base and oiling on the West Ranch-Iowa School Section of the Island City-Summerville Road, Union County, requested an increase from 60 to 75 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 14 additional workdays without assessment of liquidated damages.
- (4) R. E. Hall Construction Company, Contract No. 5894, grading and oiling Bally Mountain Road-Meadow Creek Section of Ukiah-Hilgard Highway, Union County, requested an increase from 85 to 120 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request, which the Engineer stated had been concurred in by the Bureau of Public Roads.

The Engineer reported that Contract Nos. 5627, 5758, 5775, 5863, 5879, 5908, 5927, 5960, 5965, 5985, 5992, 6002, 6011, 6012, 6016, and 6017 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto, marked "Completed Contracts Resolution No. 112", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Completed Contracts Resolutions".

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Remodeling of the Howard Cooper Building occupied by the Portland Metropolitan Division office was discussed. The Engineer stated that increasing activity in right of way matters and in other highway matters has required an increase in forces in the Metropolitan Section. He recommended that the air-conditioning installation be completed, that the lighting be standardized, that plate glass windows be replaced with glass block, and that building rearrangements be made, at an estimated cost of \$40,000. He also pointed out that the Department of Motor Vehicles, which occupies space in the same building, will, if the alterations are completed, pay a monthly rental rate of \$1,610. At the present time they pay \$1,454 per month. The Commission approved the building improvements as recommended.

Chairman Jackson inquired if the additional space will be needed when the interstate highway program is finished. The Engineer replied that it would be difficult to determine, as completion is not expected until about 1972.

The Commission discussed with the Engineer bids received for operation of the Astoria-Megler Ferry until completion of the bridge at Astoria. The Engineer pointed out that the low bid submitted by the Astoria Navigation Company is approximately 7½% above the Engineer's estimate. He recommended that the contract be awarded to Astoria Navigation Company. Action was deferred until presentation of other contracts for award.

A request from the City of Medford was discussed concerning correction of a drainage condition along the gutter line on Main Street between Central Avenue and Front Street, from First Street to Holly Street, and on Central Avenue between Sixth Street and Eighth Street. The Engineer explained that Main Street is a segment of the Medford-Provolt Highway and Central Avenue is a portion of the Pacific Highway. The poor drainage is caused by continuous patching over a period of years which has eliminated the curb exposure and the normal gutter area. He recommended that the present curbing and the adjoining 6½-foot strip of pavement be removed and replaced with Type "A" monolithic curb and gutter, and that a new asphaltic concrete pavement be laid, at a total estimated cost of \$52,500. The Commission approved the project providing that the City of Medford will pay 25% of the cost and that the work be undertaken when State funds are available, and the Secretary was authorized to sign the agreement when it is prepared.

Consideration was given to a finance agreement with Clackamas County covering a Federal-Aid Secondary Highway project on the Mt. Scott Creek and Rock Creek Sections of FAS 134 in Clackamas County. The Engineer pointed out that the project had been approved by the Commission September 29, 1960, and he recommended that the agreement also be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in behalf of the Commission.

Payment of a sewer assessment made by the City of North Bend in the amount of \$17.84 was discussed. Briefly, the Engineer stated that the assessment is against state highway property consisting of Lots 25 and 26 in Block 7, Midland Addition to the City of North Bend. Investigation indicates that the assessment is proper, and he recommended that it be paid. The Commission approved payment.

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The granting of a revocable license by the U. S. Coast Guard to the State Highway Commission covering installation of state radio transmitting equipment on Yaquina Head Light Station Reservation was discussed. The Engineer explained that radio coverage south of Newport has not been good and installation of the radio equipment at Yaquina Head should improve the coverage. No cost is involved, and, following his favorable recommendation, the Commission approved the license.

The Commission considered a supplemental snow removal agreement with Deschutes County for snow removal from the Century Drive Secondary Highway and the Cascade Lakes Highway in Deschutes County. The original agreement, dated December 16, 1959, the Engineer stated, did not provide for removing snow from the access road leading from the Cascade Lakes Highway to the sports area at Bachelor Butte, nor did it provide for the removal of snow from the parking lot. Under terms of the old agreement, the cost of snow plowing had been divided between Deschutes County and the State. The County now wishes to extend this agreement and amend it to include snow plowing of the access road and the parking lot on the same share basis now in effect for the balance of the road. It was his recommendation that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf. Commissioner Fridley inquired if the public use of the ski area would justify the additional expenditure of highway funds. The Engineer replied that information he had received indicated public use of the ski area is heavy and is increasing from year to year.

The Commission considered modification of a contract with the U. S. Corps of Engineers concerning relocation of the Columbia River Highway between Rufus and Arlington because of construction of the John Day Dam. The proposed modification, the Engineer stated, separates the miles of highway to be designed by the State into components, consisting of 10.8 miles on the Columbia River Highway and 3.7 miles on the Heppner Highway. The modification is required by the Corps of Engineers' regulations and does not affect the basic agreement with the Corps. Following his favorable recommendation, the Commission approved the modification.

At 10:30 a.m., the Engineer presented for the Commission's consideration bids received May 23 for highway projects. He mentioned the number of bids received for each project, the amount of the low bid, the Engineer's estimated cost, and his recommendation as to award. The Commission awarded the contracts as follows, and authorized the Secretary to sign the contracts on behalf of the Commission:

BIDS RECEIVED IN SALEM ON MAY 23, 1962

"Providing ferry service at the Astoria-Megler Crossing of the Columbia River in Clatsop County, Oregon, and Pacific County, Washington, for approximately three years, beginning June 1, 1962. Two bids were received. The Commission awarded the contract to the low bidder, Astoria Navigation Company, Astoria, at \$280,185.00.

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"Slide correction on Pleasant Valley Section of Old Oregon Trail Highway in Baker County. Twelve bids were received. The Commission awarded the contract to the low bidder, Hamer Corporation, Portland, at \$158,860.00.

"Clean and paint Alsea River Bridge on Alsea Highway, and Willamette River Bridge on Lebanon-Corvallis Highway in Benton, Linn and Lincoln Counties. Three bids were received. The Commission awarded the contract to the low bidder, C. H. Savage Company, Portland, at \$22,897.00.

"Grading and paving on Mt. Scott Creek and Rock Creek Sections of FAS Route 134 in Clackamas County. Eleven bids were received. The Commission elects to accept the low bid of Steelman-Duff, Inc., Portland, in the sum of \$144,844.60 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas County is received and the sum of \$33,700.00 is deposited by the County.

"Milwaukie Traffic Signals at Pacific Highway E. and River Road in Clackamas County. This project was withdrawn prior to the letting.

"Astoria Ferry Channel Dredging Project in Clatsop County. Two bids were received. The Commission awarded the contract to the low bidder, Port of Astoria, Astoria, at \$31,996.50.

"Grading and paving on Elsie-Strassel Undercrossing Section of the Sunset Highway in Clatsop and Washington Counties. Three bids were received. The Commission elects to accept the low bid of Acme Construction Company, Redmond, Washington, in the sum of \$279,430.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Structure, grading and paving on Davis Slough Bridge Section on the Coos Bay-Roseburg Highway in Coos County. Five bids were received. The Commission awarded the contract to the low bidder, North Bend Dredging, Coos Bay, at \$93,592.50.

"Prineville-Dry Creek Rock Production Project on the Crooked River Highway in Crook County. One bid was received. The Commission rejected all bids as being too high.

"Oiling on Deschutes County Roads Oiling Project on FAS Routes 691 and 891 in Deschutes County. Two bids were received. The Commission awarded the contract to Babler Bros., Inc., Portland, at \$14,930.00.

"Grading and paving on Bellows Street-Spruce Street (Roseburg) Section of FAS Route 241 in Douglas County. Two bids were received. The Commission elects to accept the low bid of Roseburg Paving Company, Roseburg, in the sum of \$92,812.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Roseburg is received and the sum of \$13,600.00 is deposited by the City.

"Stone base and oiling on Canyon City (Highline and Humbolt Drives) Section in Grant County. One bid was received. The Commission awarded the contract to the low bidder, Russell Olson Construction Co., Inc., Pendleton, at \$13,016.00.

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"Paving and signing on 12th Street-North Ashland Interchange Section of the Pacific Highway in Jackson County. Two bids were received. The Commission awarded the contract to the low bidder, Fred H. Slate Company and E. C. Hall Construction Company, Portland, at \$2,426,110.20.

"Crater Lake Interchange Illumination, Seven Oaks-Jackson Street Section of Pacific Highway in Jackson County. Four bids were received. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at \$11,890.00.

"Rock Point-Seven Oaks Section, Pacific Highway and Seven Oaks Railroad Overcrossing and widening a frontage road overcrossing, near Gold Hill in Jackson County. Four bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Medford, at \$148,345.00.

"Grading and paving on Lakeview (3rd Street South) Section in Lake County. Two bids were received. The Commission elects to accept the low bid of Hughes and Dodd Company, Medford, in the sum of \$50,743.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Lakeview is received and the sum of \$39,000.00 is deposited by the City.

"Mill Street Bridge over Bagley Ditch in Paisley, Lake County. Four bids were received. The Commission awarded the contract to the low bidder, Ausland Construction Company, Grants Pass, at \$7,740.00.

"Judkins Point-Cottage Grove Sign Installation, Pacific Highway, in Lane County. Two bids were received. The Commission awarded the contract to the low bidder, Electrical Products Corporation of Oregon, Portland, at \$81,750.58.

"Crescent Lake Rock Production Project on Willamette and Crescent Lake Highways in Lane and Klamath Counties. Three bids were received. The Commission awarded the contract to the low bidder, Carte Bros. Co., Myrtle Creek, at \$37,023.00.

"Clean and paint all structural steel above the roadway in Yaquina Bay Bridge in Newport on the Oregon Coast Highway in Lincoln County. Four bids were received. The Commission awarded the contract to the low bidder, C. H. Savage Company, Portland, at \$33,985.00.

"Paving on Sulphur Creek-Summit Section of the Salmon River Highway in Lincoln, Tillamook and Polk Counties. Five bids were received. The Commission awarded the contract to the low bidder, Calkins Crushing Company, at \$164,572.00.

"Halsey (First & "A" Streets) Section in Linn County. Three bids were received. The Commission awarded the contract to the low bidder, Morse Brothers, Lebanon, at \$12,150.70.

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"Grading and oiling on Lyons (7th, 8th, 14th & 15th Streets) Section in Linn County. Two bids were received. The Commission awarded the contract to the low bidder, Western Paving and Construction Company, Albany, at \$11,587.50.

"Roadside improvement on Washington County Line-Highlands Interchange Section of Sunset Highway in Multnomah County. Six bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at \$27,048.90.

"Grading and stone base on Halsey Street-Stark Street Section of FAS Route 729 (181st Avenue) in Multnomah County. Four bids were received. The Commission elects to accept the low bid of Porter W. Yett Oregon Ltd., Portland, in the sum of \$183,840.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of \$39,000 is deposited by the County.

"Paving on Halsey Street-Stark Street Section of FAS Route 729 (181st Avenue), in Multnomah County. Three bids were received. The Commission elects to accept the low bid of Oregon Asphaltic Paving Company, Portland, in the sum of \$63,296.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of \$13,500.00 is deposited by the County.

"Paving on Harrison Street-Taggart Street (Portland) Channelization Section of Cascade Highway in Multnomah County. Six bids were received. The Commission awarded the contract to the low bidder, Cascade Construction Company, Portland, at \$20,779.90.

"Clean and paint structural steel on Union Avenue Bridge and Grand Avenue Bridge over UPRR and Banfield Expressway on Pacific Highway East in Multnomah County. The project was withdrawn prior to the letting.

"Paving on the North Unit, Kent-Shaniko Section of the Sherman Highway in Sherman County. Four bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$73,418.00.

"Grading and stone base, equip. rental on Yach Bridge-Weed Bridge Section of Little Nestucca Highway in Tillamook County. Seven bids were received. The Commission awarded the contract to the low bidder, Bell and Isaacson Brothers, Roseburg, at \$56,665.00.

"Hebo-Dolph-Neskowin Rock Production Project on the Oregon Coast, Three Rivers, and Little Nestucca Highways in Tillamook County. Two bids were received. The Commission elects to accept the low bid of R. S. Burch, Sheridan, in the sum of \$39,385.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Level course and paving on Pilot Rock (S. W. Birch Street) Section in Umatilla County. One bid was received. The Commission elects to accept the low bid of Russell Olson Construction Company, Inc., Pendleton,

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in the sum of \$26,380.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Pilot Rock is received and the sum of \$10,620.00 is deposited by the City.

"Grading and oiling on Bear Creek and Wallowa-Whiskey Creek Sections of FAS Routes 468 and 487 in Wallowa County. Three bids were received. The Commission elects to accept the low bid of Don Greene Construction, Inc., Salem, in the amount of \$96,764.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of \$22,000.00 is deposited by the County.

"Grading and oiling on Lostine (Wallowa Street) Section in Wallowa County. Two bids were received. The Commission awarded the contract to the low bidder, Don Greene Construction, Inc., Salem, at \$11,392.00.

"Wallowa (Storie Street) Section in Wallowa County. Two bids were received. The Commission elects to accept the low bid of Don Greene Construction, Inc., Salem, in the sum of \$22,328.00 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Wallowa is received and the sum of \$6,000.00 is deposited by the City.

"Office and Maintenance Buildings on the Columbia River Highway in Wasco County. Three bids were received. The Commission awarded the contract to the low bidder, Cherf and Associates, Inc., Ephrata, Washington, at \$148,350.00.

"Traffic signals at Tualatin Valley Highway and Walker Road in Washington County. Four bids were received. The Commission awarded the contract to the low bidder, W. R. Grasle Company, Portland, at \$7,157.00.

"Grading on equipment rental basis on Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway in Wheeler County. Six bids were received. The Commission awarded the contract to the low bidder, Access Construction, Oregon Ltd., Roseburg, at \$30,255.00.

"Stone base and oiling on Spray (Main Street) Section in Wheeler County. Two bids were received. The Commission awarded the contract to the low bidder, Russell Olson Construction Company, Inc., Pendleton, at \$9,895.00.

"Fossil Rock Production Project on the John Day and Shaniko-Fossil Highways in Wheeler County. Three bids were received. The Commission awarded the contract to the low bidder, Gary Baker, Contractor, Hillsboro, at \$28,208.00.

"Spray-John Day River Rock Production Project on the John Day Highway in Wheeler and Grant Counties. Three bids were received. The Commission awarded the contract to the low bidder, N. A. Toole Construction, Ontario, at \$29,806.00.

"Maintenance Building in city of Canyonville in Douglas County. Six bids were received. The Commission awarded the contract to the low bidder, Jack Mathis, General Contractor, Inc., Roseburg, at \$24,274.00.

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"Rock Creek Bridge Section on East Avenue-County Road No. 683, in Polk County. Six bids were received. The Commission referred all bids to Polk County.

The Engineer presented and recommended a proposed agreement with Southern Pacific Company covering Emery Road overcrossings of the Railroad's Wendling Branch on the Eugene-Springfield Highway in Lane County, and also copies of an "Indenture of Easement" covering encroachments on railroad property on this project. The Commission approved the agreement and the easement.

The date for the next regular Highway Commission Meeting was confirmed for June 29, 1962, in the Conference Room of the State Highway Building in Salem. The meeting is to convene at 9:00 a.m., Pacific Standard Time, and delegations are to be scheduled before noon. Commissioner Simpson stated that he would attend the opening of bids in Salem on June 27. A tentative date for the next Commission meeting was set for August 10, 1962, at 9:00 a.m., with delegations to be heard before noon.

Following the Engineer's favorable recommendation, the Commission approved a cooperative construction agreement with the City of Astoria in connection with the Astoria-Megler Bridge Piers project, and instructed the Secretary to sign it in their behalf.

The Engineer also recommended that the Commission approve a cooperative finance agreement with Multnomah County covering work on the Halsey Street-Stark Street Section of N. E. 181st Avenue (FAS 729) in Multnomah County. The project had been previously approved by the Commission on January 27, 1961. The Commission approved the agreement, and authorized the Secretary to sign it in their behalf.

The Engineer reported that in response to a request from the Department of State Police a study had been made as to signing at the end of established speed zones. The State Police had indicated that the present practice of installing signs bearing the message "End _____ Mile Speed" creates enforcement difficulties in that the motorist is not informed of the basic speed of 55 miles per hour for rural highways. The State Police have stated that complaints have been received from the public that they do not know what the speed limit is when they come to the end of the reduced speed zone. To alleviate this condition, he recommended that there be added to the "Oregon Manual on Uniform Traffic Control Devices" a sign bearing the message "Basic Speed 55 Miles" and that this sign be installed facing drivers leaving the speed zone in lieu of the presently used "End _____ Mile Speed". The Commission approved the signing as presented.

Mr. E. R. Fatland of Condon and Mr. W. H. Steiwer from Fossil came before the Highway Commission regarding improvement of the John Day Highway between Mayville and Condon. Mr. Fatland inquired as to when construction

would be resumed on this section. He called attention to the fact this part of Oregon does not have buses, commercial planes or railroad services. However, when the highway is improved buses can be routed over it. He also asked about the section from Thirtymile to Condon. Concerning construction on the Patill Canyon-Thirtymile Creek Section, Mr. Steiwer commented that about a year ago he had heard that a contract would be let in October 1961. The Engineer replied that the Thirtymile Creek-Patill Canyon Section is in Construction Program 7, which was adopted by the Commission about 18 months ago. He explained that because of a change in a Federal Government regulation concerning releasing of federal funds for contract purposes from a lump sum to a quarterly allocation, it has been necessary for the State to change its contracting schedule into quarters. It was his opinion that federal funds might be released for the Thirtymile Creek-Patill Canyon Project within the next 8 or 9 months. The section of the John Day Highway from Thirtymile Creek to Condon, he stated, is not yet programmed and will have to be considered at some future time. He pointed out that considerable work has been done on the John Day Highway and with completion of the Cummins Hill-Fossil Section, there is now a good road from the Gilliam-Wheeler County line to Spray. It is expected that a contract can be let in 1963 starting at the Ochoco Junction northerly and another project easterly of Dayville in 1964. The sections from Condon to Thirtymile Creek and from Spray to north of Ochoco Junction have no provisions for finances, and no promise could be made as to when construction would be undertaken. Commissioner Fridley commented that the State Highway Commission from its available funds has had to re-work its program because it has had to contribute an additional \$4,250,000 to finance projects in Curry County and the Astoria Bridge for which bond issues were authorized. Mr. Fatland thanked the Commission for work that has been done in North Central Oregon and stated that the public relations with the Commission and personnel in his area have been good.

A delegation representing the Upper McKenzie Community Club came before the Commission concerning the proposed relocation of the McKenzie Highway in the vicinity of Blue River. The following persons were present: Mr. Ed. Zietz, Chamber of Commerce, Blue River; Mr. and Mrs. Herb Sain, both from Blue River; and Mrs. Claudia Carr, Vida. Mr. Zietz introduced the other members of the delegation and stated that he represented established businesses on the existing highway. These people are opposed to the proposed South Bank Route, and polls taken among organized groups had shown an almost unanimous opposition to the South Bank Route. It was his belief that the feeling of the people who are located in this area should be considered by the Commission. Construction of the South Bank Route, he stated, will not eliminate the hauling of logs and lumber on the existing highway. He estimated that between 35% and 50% of the log and lumber traffic would remain on the old route; however, tourist traffic would probably use the other route. Since all of the local people reside along the north side of the river these people, including the school buses, would continue to use the existing highway, so there would be maintenance cost for both routes. It is the feeling of business interests that construction of the South Bank Route would hurt badly the businesses on the existing highway. He called attention to the fact that on the South Bank Route the highway, being located under the north slope of the mountains, would retain ice and snow on the surface longer than on the existing highway. Also, he stated, the cost of the South Bank Route would be higher

than improvement of the existing route. It was his feeling that construction on the South Bank would destroy much natural scenery and would be detrimental to the McKenzie Valley as a tourist attraction. Improvement of the existing highway along the north side of the river would be the most logical project. Although most of the people in the area know of the public hearing to be held on June 5, he felt the hearing should be held in the evening as well as in the afternoon. Chairman Jackson advised the members of the delegation that the Commission would look into the proposed improvements very carefully and that full consideration would be given to statements they had made before the Commission makes its decision.

A group of people representing the Heppner-Morrow County Chamber of Commerce, the Arlington Chamber of Commerce and the Ione Lions Club came before the Commission concerning improvement to the Heppner Highway from Heppner to a point just south of Morgan and construction of the Fourmile Canyon Cutoff between Morgan and Arlington. The following persons were present: Judge Oscar Peterson, Judge of Morrow County, Heppner; Keith Pullen, Arlington Chamber of Commerce; Rev. Briggs, Secretary of Arlington Chamber of Commerce; Foster A. Odom, Arlington City Council Member, all from Arlington; Leo Barnett, Gilliam County Commissioner, Condon; Gar Swanson, Morrow County Port Commission; and Oliver Creswick, Heppner Chamber of Commerce of Morrow County, both from Heppner; and Sam Mallicoat, Director of State Department of Planning and Development, Portland. Judge Oscar Peterson introduced the members of the delegation. Mr. Mallicoat stated that he could support the delegation's request in connection with development of the Space Age Park at Boardman. He commented that Governor Hatfield has asked the U. S. Corps of Engineers to raise the elevation of the Willow Creek Bridge in connection with development of the Space Age Park. In long range planning it is important to keep the north end of the Heppner Highway south of Heppner Junction as free of traffic as possible in order to allow development of the Space Age Park and to take advantage of the water transportation potential which exists there. Mr. Creswick called attention to benefits to tourist and to cattle and grain growers if the Four-mile Canyon Cutoff is constructed. The existing road in Morrow County, he continued, has had no major improvement since it was constructed. However, near-by counties have had considerable improvement to their interior highways. He presented resolutions and letters from various groups, organizations, and cities endorsing these improvements and a map showing their proposals. Rev. Briggs emphasized that Arlington is the natural focal point for the hauling of wheat to port for shipment by rail and barge down the Columbia River. Mr. Leo Barnett stated that the Gilliam County Court supports the Cutoff which is needed for economical haul of stock and grain from the interior to the Portland market. Mr. Swanson, speaking as a representative of Morrow County Port Commission, stated that for the economy of the county, the Cutoff is badly needed. Chairman Jackson said that the Commission appreciates the need for this highway improvement along with many other highway sections in the State which are inadequate; however, the Commission is faced with a very real shortage of funds and no commitment could be made at this time concerning improvement.

The Oregon City Hilltop Boosters composed of residents of Oregon City and Milwaukie came before the Commission to urge construction of a new section of the Cascade Secondary Highway from the South end of the new

construction, north of Oregon City, southerly to a connection with the existing Cascade Highway in the easterly part of Oregon City. The following people were present: Dr. Glenn Parrott, Ashley Greene, Doug Jones, Howard Parker, Harry Gehring, all from Hilltop Boosters, Oregon City; Dale L. Dunn, Oregon Tri City Chamber of Commerce, Oregon City; Marion Hiltibrand, Milwaukie; Erwin Adams, Chairman; Bob Franz, A. C. Wherry, Ted Loder, Walter Kanne, Tom Dennis, Ben Gasatis, Geo. Drachenberg, Sen. Richard E. Groener, all from N. Clackamas County Chamber of Commerce and Milwaukie. Mr. Glenn Parrott acted as spokesman. The delegation, he stated, wishes to urge the Commission to construct the following three projects:

- (1) Completion of the Cascade Highway (82nd Street) from the point of new construction near Park Place to US 99E.
- (2) Construction of a new connecting link of the Cascade Highway between the point of new construction in the Park Place area and the same highway as it extends south of Oregon City.
- (3) Construction of a new and adequate bridge spanning the Willamette River in the Oregon City-West Linn vicinity.

Their first priority, he pointed out, is completion at the earliest possible time of a connection between the Cascade Highway and US 99E to eliminate a bottleneck in transportation from north of Oregon City to US 99E south of Oregon City. He asked that they be put on record as urging the overpass concept of merging southbound Cascade Highway traffic into US 99E rather than the grade level merger. To eliminate a very bad bottleneck on the present Cascade Highway in Oregon City, he requested the Commission to either (1) improve the Cascade Secondary Highway through the easterly part of Oregon City via Division Street and Molalla Avenue, or (2) construct a route utilizing the old railroad grade in Newall Canyon east of Oregon City. He presented a map showing the proposed routes. Another project urgently needed is an additional bridge across the Willamette River at Oregon City. The existing bridge is old and narrow and is carrying about 13,000 vehicles per day including intercity passenger and school buses. He mentioned that because of the overhead structure, high trucks have to move toward the center of the bridge to clear the arches. Mr. Adams commented that there is some difference of opinion as to priority of the several projects. The North Clackamas Chamber of Commerce takes no position, he stated, except that there should be a more effectual terminus to the present extension of 82nd Street. To provide an outlet for the grocery warehouses and other businesses in the Clackamas area, he asked the Commission to consider some relief for east-west traffic north of Oregon City. He also mentioned construction of a bridge across the Willamette River in the vicinity of Lake Oswego and Oak Grove and thanked the Commission for widening which had been performed on US 99E as far south of Canby. Sen. Groener commented that he felt Clackamas County had been somewhat neglected in highway improvements. He inquired as to plans for the Laurelhurst Freeway. Construction of a second bridge at Oregon City is urgently needed and also additional construction on the Cascade

Secondary Highway through the easterly part of Oregon City. He asked the Commission to advise him of their plans in this area. Chairman Jackson stated that the transportation problem east of Portland and north of Oregon City is not easily solved and will require a great amount of money for an adequate solution. The Highway Department staff, he stated, is studying this matter. It is the Commission's opinion that no major project should be undertaken until a good practical plan has been developed based upon proper surveys and engineering. The Commission, he continued, is aware of the problem in this area and is doing what it can to effect a solution. He assured the delegation that Clackamas County has not been forgotten. The Engineer pointed out that in six years, delegations from Clackamas County had requested widening US 99E southerly to four lanes and that several miles of this work has been done with additional work set up in the program for a later date. Also, improvement to a four-lane standard had been requested on the Mt. Hood Loop Highway. Several miles of new highway have been constructed east of Sandy and construction is planned westerly from Sandy. In reply to an inquiry from Commissioner Fridley as to the cost of these projects, the Engineer stated that although the available funds for the entire division is about \$2,500,000 annually, it would cost over \$5,000,000 to complete the four lane projects on US 99E and the Mt. Hood Highway, and about \$10,000,000 for the other projects requested by the delegation. Concerning construction of the Oswego bridge, he mentioned the problems encountered on the two routes for the interstate freeway through the City of Portland. The Highway Department staff, he stated, is working on plans to solve the problems; however, it is a difficult solution because of the complexity and cost. The Department is doing the best it can with the facilities it has. Chairman Jackson stated that every effort would be made to get an answer or a solution to the problem as soon as possible. He also pointed out that it would take about one half billion dollars to bring existing highways to acceptable standards and that it would take many years to do this from the annual income available for highway construction.

Mr. Charles Holloway, Chairman, Industries Committee, Portland Chamber of Commerce, and Mr. Lee Caufield, Chairman, Roads and Highways Committee, Portland Chamber of Commerce, appeared before the Commission to request better access to an industrial area in southwest Portland. The construction of the Baldock Freeway, Mr. Holloway pointed out, has disturbed the access in this area. He presented a letter emphasizing the need for better access for the benefit of 18 business firms in an area bounded by S. W. Thomas Street on the south, S. W. Sheridan Street on the north, S. W. Macadam Avenue on the west, and the Willamette River on the east. The major problem of the industrial firms in this area, he stated, is loss of direct access onto Macadam Avenue for southbound traffic. Mr. Caufield pointed out that the business firms concerned have a payroll of about \$12,000,000 annually and employ more than 1500 people. He exhibited a map outlining the section involved. Chairman Jackson inquired if the access problem is a responsibility of the State Highway Department or of the City of Portland. The Engineer replied that the matter of the access to which the delegation refers is a City problem as Macadam Avenue is a city street. However, highway officials are working with the City of Portland personnel to find a good solution. Chairman Jackson inquired of the delegation if the matter had been taken up with City officials. The Engineer pointed out that the handling of traffic in this area is covered by an agreement with the City

May 25, 1962

of Portland, and a change would require an amendment or supplemental agreement. Commissioner Simpson commented that the businesses in this area do have a very real problem, and he inquired if those concerned had made any indication as to whether they would be willing to pay for improved access. Chairman Jackson stated that it appears to be a question of whether the City or the State is responsible and that a check would be made as to where the responsibility lies. Mr. Holloway said that the business firms in this area are hurt and they are seeking relief from some source as the access they had before construction of the Interstate Highway section was adequate. In view of the information furnished by the Engineer, Mr. Holloway stated that he will discuss this matter with the City of Portland. Chairman Jackson commented that it appears best to find out where the City of Portland stands on this matter, and if the City is of the opinion that this is under the State's jurisdiction, the State will check further into the matter.

The Engineer reported that because of certain complications in securing right of way from Robert B. Lee on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, Mr. Lee had sustained a loss through removal of some of his fence on his pasture land. While the highway was under construction Mr. Lee's fence was removed for a period of about a year. An investigation disclosed that his normal annual return for pasture purposes for this period would have been \$125. Following his favorable recommendation, the Commission approved payment of \$125 to Mr. Lee.

An agreement form was presented by the Engineer in which Mr. Philip M. Hunt agrees to publicize parks, recreational and other attractions in the State of Oregon, beginning May 14, 1962, and ending not later than July 14, 1962. For services and all other expenses rendered during this period, Mr. Hunt is to be paid \$1,750 per month. The Engineer commented that it is expected that Mr. Hunt's services will cover a period of six weeks. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented an agreement with the City of Eugene, through its Eugene Water and Electric Board, concerning relocation and reconstruction of certain facilities on the First Avenue-Coburg Road Section of the Eugene-Springfield Highway in the City of Eugene. Based upon the favorable recommendation of the Engineer, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

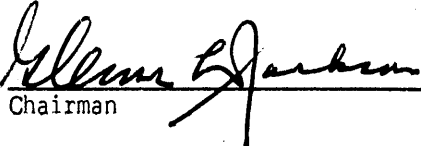
A crossing agreement with the U. S. Bureau of Reclamation on The Dalles Project was also presented. Briefly, the Engineer explained that the agreement is needed because of contemplated highway construction on Interstate Highway 80N which will affect irrigation facilities. The irrigation project involves construction of a discharge pipeline from a pumping plant on the Columbia River, a booster pumping plant, access roads, transmission lines and other appurtenant works. The agreement provides the Bureau, through its Irrigation District, the right to construct, operate and maintain their facilities on state highway right of way. The Commission approved the agreement.

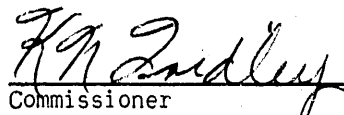
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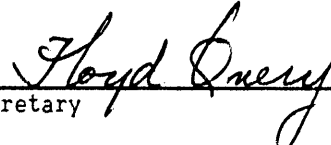
The Assistant Chief Counsel presented a proposed settlement with Doris Macomber, et al., File No. L-3880, for property on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. Following the Assistant Chief Counsel's favorable recommendation, the Commission approved the settlement in the amount of \$195.00.

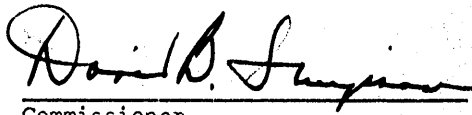
There being no further business to conduct, Chairman Jackson declared the meeting adjourned at 12:45 p.m.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

May 25, 1962

Salem, Oregon
June 29, 1962

The Oregon State Highway Commission met in regular session at 9:00 a.m., in the Conference Room of the State Highway Building. Present were:

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Victor Wolfe, Administrative Assistant
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
David R. Moehring, Assistant Right of Way Engineer
C. H. Maison, Auditor
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. Walter T. Wright, Right of Way Engineer, was excused as he is on vacation.

The Commission approved the minutes of the meeting held May 25, 1962.

Chairman Jackson stated that there are present at this time ten highway employees each of whom has worked for the Oregon State Highway Department at least forty years. The Commission, he added, is proud to award Forty-year Pins to these people and he requested each of them to come forward and receive his or her pin. Pins were given to the following people:

Edward F. Chidsey, Assistant Maintenance Engineer, who began work for the Highway Department on July 5, 1919.
E. G. Ricketts, Assistant Bridge Engineer, whose service with the Highway Department began on April 19, 1919.
Carl C. Schneider, Senior Bridge Designer, who started to work for the Highway Department in September, 1919.
Miss Gertrude Chamberlin, Office Manager, Parks and Recreation Division, who began work with the Highway Department in May, 1922.
Rockwell Simpson, Soils Engineer, (Division II), Construction Division, whose service with the Highway Department dates from September, 1919.
A. E. Archibald, Sign Superintendent, who began work for the Highway Department on November 23, 1921.
Earl Stream, Division Office Engineer, Portland, who began work with the Highway Department in 1920.
Walter G. Krueger, Bridge Superintendent, Roseburg, whose career with the Highway Department began in July, 1921.

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William Lockyear, Bridge Extra Gang Foreman, Eugene, whose service with the Highway Department dates from September, 1921.
Lloyd E. Barnes, Auto Upholsterer, Salem Shops, who began work with the Highway Department in February, 1921.

After presentation of the pins, Chairman Jackson invited them to stay for the business meeting.

The Engineer introduced Mr. A. W. Parsons, Division Engineer for the U. S. Bureau of Public Roads, Salem, who has taken the place of Mr. C. G. Polk, retired.

The Assistant Right of Way Engineer presented for consideration options, pages 1 through 61, secured for acquisition of real property needed for state highway use or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked "Right of Way Resolution", dated June 29, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations and Report of Offers".

The Property Manager's report covering sales of miscellaneous properties and changes in status of rental properties was presented by the Assistant Right of Way Engineer. Briefly, he pointed out that miscellaneous sales since the last Commission meeting totaled \$8,385, and that rental receipts for the month of May totaled \$6,801.10. The Commission accepted the report.

The Commission considered a request from the City of The Dalles for a 20-foot easement covering 0.67 acre of land on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County. The Assistant Right of Way Engineer explained that the easement, which extends along the southerly side of the relocated highway from a point easterly from Weber Street to the Old Columbia River Highway, is necessary to provide utility services to the remaining properties in this area. Following his favorable recommendation, the Commission approved the easement.

Seven "Indentures of Access" were presented by the Assistant Right of Way Engineer. These "Indentures", he said, provide for changes in location of existing points of access for the convenience of the property owners and for the safety of the traveling public. Based upon his favorable recommendation, the Commission approved the following "Indentures of Access":

- (1) Springer property, File No. 33261, on the Siletz-Corvallis-Newport Highway Section, Siletz Highway, Lincoln County.
- (2) Quaale property, File No. 26745, on the Willowdale-Madras Section, The Dalles-California Highway, Jefferson County.
- (3) Percy and Davis property, File No. 26059, on The Dalles-Eightmile Creek Section, The Dalles-California Highway, Wasco County.

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- (4) Hadwick property, File No. 32114, on the Boardman Junction-Irrigon Section, Columbia River Highway, Morrow County.
- (5) Hibberd property, File No. 30753, on the Rhinehart-Elgin Section, Wallowa Lake Highway, Union County.
- (6) Johnson property, File No. 30859, on the Mayville-Fossil Section, John Day Highway, Wheeler County.
- (7) Quaale property, File No. 30853, on the Mayville-Fossil Section, John Day Highway, Wheeler County.

Consideration was given to granting to Anthony and Dorothy Fieber an "Indenture and Grant of Access" to their property on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County. The Assistant Right of Way Engineer explained that the indenture provides for a change of location of one point of access and the granting of an additional point of access, each 25 feet in width and unrestricted as to use. Following his favorable recommendation, the Commission approved the "Indenture and Grant of Access".

Direct sale of several parcels of excess highway property was presented by the Assistant Right of Way Engineer. He pointed out that because of peculiarities of location and size of the parcels it is not feasible to advertise the parcels at public sale. The proposed prices for the properties are based upon appraisals and represent fair values. It was his recommendation that these parcels be sold direct. The Commission approved sale of the following properties:

- (1) 0.5 acre, File No. S-485, on the Gold Beach-Brookings Section of the Oregon Coast Highway in Curry County, to S. A. Agnew, for the sum of \$100. This is a former stockpile site and no restrictions are to be imposed upon the property.
- (2) 2.65 acres, File No. 7398, on the Wasco County Road 314, formerly a portion of The Dalles-California Highway to Wasco County, for a consideration of \$1.00. This sale involves two parcels, with a 10-foot easement connecting the parcels, and the deed is to contain a public use clause.
- (3) 0.07 acre, File No. 7483, on the Crescent Section of The Dalles-California Highway in Deschutes County, to Carl L. Eriksen for the sum of \$100. No access is to be permitted to The Dalles-California Highway.
- (4) 0.07 acre, File No. 17947, on the Crescent Section of The Dalles-California Highway in Deschutes County, to Willis A. Burns, the adjoining owner, for the sum of \$100. One point of access, 25 feet in width, restricted to private residential use only, is to be granted.

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- (5) 27,550 square feet of land, File Nos. 15525, 16068, 16068A, and 16069, on the Esplanade Street-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County, to the South Suburban Sanitary District of Klamath Falls, for the sum of \$750. No access is to be permitted to the Klamath Falls-Malin Highway, and the deed is to contain a public use clause.
- (6) 0.4 acre, File Nos. 20310 and 20326, on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County, to Columbia County for the sum of \$1.00. No access is to be permitted to the Columbia River Highway, and an advertising sign restriction is to be imposed. The deed also is to contain a public use clause.
- (7) 5.18 acres, File Nos. 20896 and 20897, on the Willamette River-Hayesville Section of the Pacific Highway in Marion County, to Oak Crest Farm, the adjacent owner, for the sum of \$260. No access is to be allowed to the Pacific Highway and an advertising sign restriction is to be imposed. The purchaser is obligated to move the existing fence to the new right-of-way line, and to protect the natural drainage from the highway. Restrictions are to be placed in the deed so that the owner cannot use the tract for objectionable uses, such as a duckblind pond.

The Assistant Right of Way Engineer requested authority to offer at public sale five parcels of property which are no longer needed for highway purposes. Access provisions, he stated, are consistent with departmental policies as practiced in the vicinity of each parcel, and the recommended sale price of each parcel is based upon appraised value or upon an offer which exceeds the appraised value. Following his favorable recommendation, the Commission authorized public sale of the following properties and thereupon adopted resolutions relative thereto, marked "Real Property Resolutions Nos. 357 and 358", which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem:

- (1) 0.8 acre, File S-384, on the Crooked Creek-Williamson River Section of The Dalles-California Highway in Klamath County, for not less than \$600, with one point of access to The Dalles-California Highway, unrestricted as to use.
- (2) 0.836 acre, File No. 3540, on the Waldport-Yachats Section of the Oregon Coast Highway in Lincoln County, for not less than \$500. Access is to be allowed by an approach road easement. No restrictions are to be imposed.
- (3) 0.3 acre, File No. 16962, on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County, for not less than \$250. No access is to be permitted to the McKenzie-Bend Highway.

- (4) 22.5 acres, File No. 18032, on the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County, for not less than \$3,650. Access is to be permitted via a frontage road only. An advertising sign restriction is to be imposed and the sale is subject to two easements, one to Pacific Portland Cement Company for roadway purposes, and one to Gold Hill Irrigation District. (See Resolution No. 357).
- (5) 4.85 acres, File No. 24552, on the North Jefferson Junction-Southern Pacific Railroad Overcrossing Section of the Pacific Highway in Linn County, for not less than \$2,250. Access is to be allowed to a frontage road. The sale is subject to an advertising sign restriction and to a power line easement. (See Resolution No. 358).

An Easement Deed was presented by the Assistant Right of Way Engineer, conveying to the U. S. Army Corps of Engineers a flowage easement over a 1.8 acre tract of land between Mitchell Point and Hood River, on the Viento-Hood River Section of the Columbia River Highway in Hood River County. He explained briefly that the Corps of Engineers now holds a flowage easement across this same area up to Elevation 95. The Easement Deed covers the same area for elevations above 95. The Corps of Engineers is to pay \$300 for the easement. This tract of land is somewhat detached from the highway, and he recommended approval of the easement. The Commission approved the easement.

Relinquishment of title to Jefferson County for 14.3 acres of state park property in Cove Palisades State Park and a 3.04 acre quarry site in the same area was discussed. The relinquishment to the County, the Assistant Right of Way Engineer explained, is needed for county road right of way and as a materials source in connection with a project on which bids for construction were received June 27, 1962. Portions of the county road will need to be relocated in order to be above high water resulting from the Round Butte Dam, which is now under construction. The section of this road through the state park is a portion of the relocation of the county road. No monetary consideration is involved and a public use clause is to be imposed. In response to Chairman Jackson's inquiry if this right of way and quarry site will affect the park use in any way, the Assistant Right of Way Engineer replied that it would not. Following his favorable recommendation, the Commission approved the "Relinquishment of Title" to the County.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement to proceed to acquire such properties by condemnation. After careful

consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions relative thereto, marked "Condemnation Resolution Nos. 1633 through 1655", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Condemnation Resolutions".

(For details concerning these properties see the Chief Counsel's "Recommendations for Condemnation" and "Supplemental Recommendations for Condemnation", dated June 29, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

A written report of condemnation cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He explained briefly some details in connection with the trials. The Commission accepted his report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-3766 Frank H. Hilton, et al.	Multnomah	Pacific	East Bank Freeway	\$15,000.00	\$20,000.00	\$17,500.00
L-3830 Frances Fitzsimmons, et al.	Umatilla	Oregon- Washington	Athena- Blue Mountain Station	\$14,175.00	\$28,000.00	\$20,000.00
L-3859 Walter H. Jones, et al.	Jackson	Pacific	Seven Oaks- Neil Creek	\$13,000.00	\$60,000.00	\$43,565.00
L-3918 Glover J. Johnson, et al.	Polk	Willamina- Salem	Independence Junction-West Salem	\$ 4,500.00	\$12,000.00	\$ 4,900.00
L-3954 Powell Lancaster, et ux.	Coos	Coos Bay- Roseburg	Bridge- Frenchie Creek	\$ 4,300.00	\$ 8,000.00	\$ 6,500.00
L-3955 William King, et al.	Coos	Coos Bay- Roseburg	Bridge- Frenchie Creek	\$ 2,270.00	None	\$ 2,270.00
L-3959 John A. Hill, et ux.	Multnomah	Pacific	North Portland Harbor- North Russell St.	\$ 5,275.00	\$15,000.00	\$ 6,750.00

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(Report of Condemnation Cases Tried - Cont.)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-3988 Earl E. Adams, et ux.	Coos	Coos Bay- Roseburg	Myrtle Point- Powers Junction	\$ 635.00	\$ 1,800.00	\$ 1,000.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-3668 J. P. Clark, et al.	Jackson	Pacific	Seven Oaks- Neil Creek	\$17,250.00	\$35,000.00	\$28,000.00
L-3805 Verva Stockstill, et al.	Umatilla	Oregon- Washington	Athena-Blue Mt. Station	\$ 2,075.00	None stated	\$ 2,000.00
L-3891 John Marinelli, et al.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	\$20,000.00	\$29,000.00	\$26,800.00
L-3934 Clarence Moffenbier, et ux.	Polk	Willamina- Salem	Bonneville Station- Patterson Avenue	\$ 9,600.00	\$15,000.00	\$11,500.00
L-3936 Pete Harms, et ux.	Polk	Willamina- Salem	Bonneville Station- Patterson Avenue	\$ 7,600.00	\$25,000.00	\$10,000.00

The Chief Counsel reported that a motion has been filed for a new trial in the Walter Jones case, L-3859, because the State believes there was an error in the case. In the event a new trial is denied, he stated, the State will appeal it to the Supreme Court.

A written report also was presented by the Chief Counsel concerning condemnation cases which have been settled out of court. The proposed settlements, he said, are based on appraised values and do not constitute substantial increases above offers made for the properties. The Commission approved the report, which is summarized as follows:

(Tabulation on next page)

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REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-2892 Cordelia Conradi, et al.	Coos	Oregon Coast	Davis Slough-Bandon	\$ 1,200.00	\$ 1,200.04
L-3880 Doris Macomber, et al.	Baker	Old Oregon Trail	Baker-Pleasant Valley	\$ 65.00	\$ 195.00
L-3928 Howard L. Shoemaker, et al.	Hood River	Mt. Hood	Fikes Corner-Whiskey Creek	\$ 4,525.00	\$ 5,564.10
(Appraisers did not include cost of re-establishing irrigation system estimated by Res. Engrs. to cost over \$600.)					
L-3937 Everette C. Webber, et al.	Coos	Coos Bay-Roseburg	Bridge-Tanner Creek	\$ 6,720.00	\$ 7,200.00
L-3939 Harry C. Kalbus, et al.	Coos	Coos Bay-Roseburg	Bridge-Frenchie Creek	\$ 200.00	\$ 200.00
L-3948 Erma W. Cribbins, et vir.	Coos	Coos Bay-Roseburg	Bridge-Frenchie Creek	\$20,100.00	\$22,500.00
(\$400 saved in interest)					
L-3957 Manley E. Cribbins, et ux.	Coos	Coos Bay-Roseburg	Bridge-Frenchie Creek	\$ 3,480.00 revised taking	\$ 4,000.00
(Insustantial increase if consideration given to verdicts in Garret, (L-3546) and Bell, (L-3148) cases.)					
L-3961 Ruby Guyot, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 1,050.00	\$ 1,050.00
L-3855 William F. Johnson, et al.	Josephine	Redwood	"E" and "F" Street Connection	\$ 5,400.00	\$ 7,000.00
(Settlement made in amount of Review appraisal.)					
L-4024 Harry S. Sichel, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$62,750.00	\$67,000.00
(Insustantial increase. Prior approval obtained from Bureau of Public Roads.)					

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4051 George B. Clisby, et al.	Multnomah	Pacific	Harbor Drive-Barbur Blvd.	\$ 750.00	\$ 750.00
L-4066 Teddy F. Plew, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 100.00	\$ 100.00
L-4003 Verna M. Hatfield, et al.	Lane	Eugene-Springfield	First Avenue-Coburg Road	\$ 9,500.00	\$10,200.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3490 Robert S. Gilbert, et ux.	Jackson	Lake of the Woods	Hanley Ranch-Forest Boundary	\$ 9,150.00	\$11,420.00
L-3759 Howard Martin, et ux.	Clackamas	Cascade State Secondary	S. E. Flavel Street-Lake Road	\$ 2,250.00 for 0.15 acre including garage	\$ 920.00 revised taking for 0.14 acre
(Without garage)					
L-3831 Isami Tsubota, et ux.	Sherman	Columbia River	Big Eddy-Biggs	\$ 650.00 Prior to appraisal revision	\$ 3,000.00
(Includes cost of drilling well but without guarantee of finding water.)					
L-3994 Emma Brockway, et vir.	Lincoln	Oregon Coast	Pacific View-South Newport State Park	\$ 120.00	\$ 250.00
L-4072 J. F. Dunn, et ux.	Coos	Coos Bay-Roseburg	Myrtle Point	\$ 1,100.00	\$ 1,100.00
L-3877 Allen C. Jones, et al.	Polk	Willamina-Salem	Bonneville Station-Patterson Ave.	\$ 1,200.00	\$ 1,400.00

(For further details, see the Chief Counsel's letters dated June 22 and June 28, 1962, concerning cases settled, in the General Files, Salem.)

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The Commission considered the Chief Counsel's action on offers made to property owners for acquisition of property prior to the commencement of condemnation proceedings. These offers, the Chief Counsel said, are based upon careful appraisals and have been approved orally prior to this meeting by at least one of the Commissioners. The Commission confirmed the following offers:

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY

R-33405 - Dale M. Bergh, et ux. Parcel No. 1: 4.12 acres for right of way purposes; Parcel No. 2: 0.21 acre for right of way purposes. Offer of \$4,850.00 approved by Mr. Simpson, June 19, 1962.

R-33410 - Lenora Eri, et vir. 3.6 acres for right of way purposes. Offer of \$3,950.00 approved by Mr. Simpson, June 18, 1962.

R-33411 - Elmer Eri, et al. 1.4 acres for right of way purposes. Offer of \$600.00 approved by Mr. Simpson, June 18, 1962.

R-33419 - Lewis W. Emra, et al. 2.9 acres for right of way purposes. Offer of \$4,975.00 approved by Mr. Simpson, June 11, 1962.

ASTORIA BRIDGE-SOUTH APPROACH RAMP SPUR OF THE OREGON COAST HIGHWAY

R-34421 - A. Puusti and Co., et al. 6,900 square feet for right of way purposes. Offer of \$30,675.00 approved by Mr. Simpson, June 14, 1962.

R-34422 - Annie Anderson, et al. 1,700 square feet for right of way purposes. Offer of \$5,700.00 approved by Mr. Simpson, June 13, 1962.

R-34423 - Otto Axel Maki, et al. 150 square feet for right of way purposes. Offer of \$700.00 approved by Mr. Simpson, June 14, 1962.

R-34426 - George J. Schwinn, et ux. 2,000 square feet for right of way purposes. Offer of \$9,565.00 approved by Mr. Simpson, June 20, 1962.

R-34430 - William Still, et ux. 875 square feet for right of way purposes. Offer of \$2,250.00 approved by Mr. Simpson, June 13, 1962.

R-34434 - Charles Rinne, et al. 3,850 square feet for right of way purposes. Offer of \$8,900.00 approved by Mr. Simpson, June 13, 1962.

BIGGS-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32693 - Fred G. Smith, Sr., et al. 110 square feet for right of way purposes. Offer of \$300.00 approved by Mr. Fridley, June 22, 1962.

R-33226 - River Terminals Company. 1.3 acres for right of way purposes. Offer of \$100.00 approved by Mr. Fridley, June 22, 1962.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-29607 - Herman A. Lowen, et al. Parcel No. 1: 2,363 square feet for right of way purposes; Parcel No. 2: 10,487 square feet for right of way purposes. Offer of \$2,150.00 approved by Mr. Simpson, June 13, 1962.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY - Cont.

right of way purposes. Offer of \$107,000.00 approved by Mr. Simpson, June 19, 1962.

R-29608 - Helen Maxine Robinson Davis, et al. 1,130 square feet for right of way purposes. Offer of \$1,000.00 approved by Mr. Simpson, May 25, 1962.

EIGHTMILE CREEK-DUFUR SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-34654 - The Miller Ranch Company. Parcel No. 1: 37.1 acres for right of way purposes; Parcel No. 2: 0.76 acre for temporary easement. Offer of \$7,750.00 approved by Mr. Fridley, June 18, 1962.

FIKES CORNER-HOOD RIVER SECTION OF THE MT. HOOD HIGHWAY

R-34224 - Raymond M. Downing, et ux. 11.67 acres for right of way purposes. Offer of \$14,700.00 approved by Mr. Jackson, June 14, 1962.

FIRST AVENUE-COBURG ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-33375 - Truman A. Chase, et ux. 13.6 acres for right of way purposes. Offer of \$74,750.00 approved by Mr. Jackson, May 28, 1962.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33712 - Anna Mae Robbins, et vir. 1,485 square feet for right of way purposes. Offer of \$300.00 approved by Mr. Simpson, June 22, 1962.

R-34076 - Yonia Glantz, et ux. 2,201 square feet for right of way purposes. Offer of \$12,000.00 approved by Mr. Simpson, June 13, 1962.

HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST

R-32731 - Florence Meier Ruthrauff, et vir. 1,498 square feet for right of way purposes. Offer of \$1,500.00 approved by Mr. Simpson, June 19, 1962.

R-32737 - Teresa E. Gaul, et vir. 380 square feet for right of way purposes. Offer of \$1,240.00 approved by Mr. Simpson, June 6, 1962.

R-34484 - Malcolm S. Rasmussen, et al. 0.2 acre for right of way purposes. Offer of \$850.00 approved by Mr. Simpson, June 14, 1962.

R-34490 - Walter Ake, et ux. 0.11 acre for right of way purposes. Offer of \$325.00 approved by Mr. Simpson, June 13, 1962.

R-34491 - Alice Emily Lewis, et al. 0.37 acre for right of way purposes. Offer of \$2,150.00 approved by Mr. Simpson, June 13, 1962.

LINCOLN COUNTY LINE-BLODGETT SECTION OF THE EDDYVILLE-BLODGETT HIGHWAY

R-34661 - George Marks, et al. 4.1 acres for stockpile site. Offer of \$410.00 approved by Mr. Simpson, June 4, 1962.

MOHAWK ROAD-MCKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30735 - Raymond C. Stenson, et al. 2,900 square feet for right of way purposes. Offer of \$3,200.00 approved by Mr. Jackson, June 13, 1962.

MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31402 - Galen R. Blankenship, et al. Parcel No. 1: 600 square feet for permanent easement; Parcel No. 2: acquisition of access rights. Offer of \$50.00 approved by Mr. Jackson, June 22, 1962.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-32517 - Pacific International Association. 0.78 acre for right of way purposes. Offer of \$6,500.00 approved by Mr. Simpson, June 11, 1962.

REX HILL-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST

R-34019 - Lawrence L. Dumas, et al. 0.26 acre for right of way purposes. Offer of \$11,950.00 approved by Mr. Simpson, June 21, 1962.

R-34023 - John H. Shaw, et al. Parcel No. 1: 0.60 acre for right of way purposes; Parcel No. 2: 1.0 acre for permanent easement; Parcel No. 3: 0.2 acre for permanent easement. Offer of \$2,500.00 approved by Mr. Simpson, June 6, 1962.

R-34030 - George C. Auld, et al. Parcel No. 1: 0.46 acre for right of way purposes; Parcel No. 2: 0.11 acre for right of way purposes. Offer of \$15,000.00 approved by Mr. Simpson, June 22, 1962.

R-34037 - Frank T. Miller, et al. 500 square feet for permanent easement. Offer of \$335.00 approved by Mr. Simpson, June 25, 1962.

R-34044 - Ray C. Caffall, et ux. Parcel No. 1: 195 square feet for right of way purposes; Parcel No. 2: 2,650 square feet for permanent easement. Offer of \$465.00 approved by Mr. Simpson, June 19, 1962.

SALMON RIVER JUNCTION-EAST MC MINNVILLE JUNCTION SECTION OF THE THREE MILE LANE HIGHWAY

R-34610 - Otto W. Heider, et al. 7,650 square feet for right of way purposes. Offer of \$500.00 approved by Mr. Simpson, June 19, 1962.

SILETZ TO CORVALLIS-NEWPORT HIGHWAY SECTION OF THE SILETZ HIGHWAY

R-33240 - Lee L. Dickenson, et ux. Parcel No. 1: 2.1 acres for right of way purposes; Parcel No. 2: 0.4 acre for right of way purposes. Offer of \$885.00 approved by Mr. Simpson, June 12, 1962. On March 8, 1962, an amount of \$505.00 was approved. This revised amount is due to an increase in taking.

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SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION OF THE BEAVERTON-TIGARD HIGHWAY

R-32757 - Elwood M. Brown, et al. 0.33 acre for right of way purposes. Offer of \$15,600.00 approved by Mr. Simpson, June 14, 1962.

R-32766 - Edward C. Hunziker, et ux. Parcel No. 1: 0.79 acre for right of way purposes; Parcel No. 2: 0.02 acre for right of way purposes. Offer of \$40,300.00 approved by Mr. Simpson, June 19, 1962.

R-32905 - Mike Kokich, et ux. 3.59 acres for right of way purposes. Offer of \$22,900.00 approved by Mr. Simpson, May 26, 1962.

TYGH GRADE SUMMIT-BUTLER CANYON SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-34636 - Joseph Wilson Dodd, et al. Parcel No. 1: 7.7 acres for right of way purposes; Parcel No. 2: 3.4 acres for right of way purposes. Offer of \$1,150.00 approved by Mr. Fridley, June 15, 1962.

YONCALLA-RICE HILL SECTION OF THE PACIFIC HIGHWAY

R-33517 - Lloyd P. Powell, et al. Parcel No. 1: 8.11 acres for right of way purposes; Parcel No. 2: 1.2 acres for temporary easement. Offer of \$2,050.00 approved by Mr. Jackson, June 13, 1962.

R-33518 - Ruth G. Johnston, et vir. 0.86 acre for right of way purposes. Offer of \$2,100.00 approved by Mr. Jackson, June 13, 1962.

A brief report was made by the Chief Counsel concerning orders received from the Public Utility Commissioner regarding highway crossing matters in which the State Highway Commission has been made a party. The Commission accepted the report, which is summarized as follows:

PUX 150: Fixing and regulating the speed of railway trains within the city limits of Springfield in Lane County. The order as issued provided for maximum speed of 40 miles per hour at the 5th Street crossing and 55 miles per hour at the 32nd Street crossing.

PUX 379: Southern Pacific Company track crossing of South 22nd Street in Springfield in Lane County. This does not involve a state highway, and the State Highway Commission has no jurisdiction.

PUX 380: Southern Pacific Company track crossing of 28th Street in the City of Springfield in Lane County. This action involves a county road and a city street over which the Highway Commission has no jurisdiction.

PUX 395: Signals at Stearns Avenue Grade Crossing in the city of Oakland, Douglas County. Stearns Avenue is a city street over which the Highway Commission has no jurisdiction.

PUX 461: Oregon Trunk Junction Overcrossing of OWR & N, Union Pacific Railroad Company, lessee, in Wasco County. The State Highway Commission sought permission to build a two-lane overcrossing structure as a part of the Columbia River Highway, over the eastbound and westbound mainline

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tracks of the Union Pacific Railroad and its connecting line leading to the Oregon Trunk Railway. The Railroads will pay \$3,000. The order granted permission to build the structure.

PUX 467: Bohemia Lumber Company crossing of Lane County Road (Row River Road) with a private logging road. This involves a county road over which the Highway Commission has no jurisdiction.

An action filed in the Circuit Court in the County of Marion, in which United Pacific Insurance Company is asking for a judgment against the State and Bernard B. Cantor, Trustee of the Bankrupt Estate of Nils Sigurd Andersson, was mentioned by the Chief Counsel. This involves State Highway Contract No. 5935 for grading and bridge construction on Stringtown Road Bridge Section of Myrtle Point-Coquille Road, Coos County. The United Pacific Insurance Company provided the performance bond on this contract to assure completion of the project and payment of all claims for labor and materials. Andersson has defaulted in performance of the contract, and the Surety Company seeks a decree from the Court directing payment to them of the remaining funds to be paid for the contract work. The Court's action, the Chief Counsel stated, should direct the State to pay the money to the proper party so that the State would not have to assume this responsibility. The Commission accepted the report.

Increases in pay for members of the Legal staff were recommended by the Chief Counsel. The Commission approved the following increases as recommended, for effective dates of July 1, 1962, August, 1962, September, 1962, and January, 1963, subject to approval by the Attorney General:

Name	Grade	Range	Present Salary	Increase Recommended
Patterson	V	34	\$950	\$990
Anderson	IV	31	\$845	\$880
Barbera	IV	31	\$685	\$715
Bemis	IV	31	\$745	\$810
Holland	IV	31	\$845	\$880
Sorensen	IV	31	\$775	\$810
Vidulich	III	28	\$655	\$685
Sollis	III	28	\$625	\$655
Hershberger	III	28	\$625	\$655
Johansen	III	28	\$685	\$715
Irvin	II	23	\$575	\$600
Riveness	II	23	\$550	\$575

A proposed resolution was presented by the Chief Counsel amending the resolution adopted on July 31, 1958, pertaining to access to state highways. The proposed resolution, he stated, outlines conditions under which an abutting land owner may apply for conversion of an access restricted as to use to an access unrestricted as to use. In the resolution adopted in

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1958, he explained some difficulties have been encountered because the language relates to a change of access instead of a change in use of access as was intended. Upon his favorable recommendation, the Commission adopted the resolution as presented, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Throughway and Right of Access Resolution No. 4b". The Commission also rescinded "Throughway and Right of Access Resolution No. 4a", adopted July 31, 1958.

A list of claims against others which appears to be impossible to collect was presented by the Chief Counsel. These claims, he said, have been carefully investigated, and it was his opinion that further attempts at collection are not worthwhile because of the size of the claim, unknown location of the defendant, death of the defendant, out-of-state residence, bankruptcy, and lack of proof of liability. The Commission approved abandonment of the following claims:

File No.	Defendant	Date of Accident	Amount
L-3963	Larry Ayde	2- 3-61	\$ 274.95
L-3964	Frank Ephram	4-26-59	217.43
L-3965	George B. Davis	11- 3-60	111.85
CAO-56-403	E. E. Markham	11-15-56	32.37
CAO-61-74	James R. Stepper (driver) Thomas E. Collier (owner)	3-15-61	134.05
CAO-61-234	Mary Teal (owner) Albert Danley (driver)	10-15-61	2,573.59
CAO-62-31	R. B. Sexton	1-17-62	66.69
CAO-62-78	Max Logan	2-23-62	199.22
CAO-62-87	Robert L. Miller	2-26-62	79.33

(For additional details, see the "Schedule of Damage Claims" attached to the Chief Counsel's letter of June 22, 1962, entitled "Report of Abandoned Claims" in the General Files.)

Permission was requested by the Chief Counsel to take legal action 2j for the collection of four damage claims. The Commission granted permission to take action against the following:

(Tabulation on next page)

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<u>File No.</u>	<u>Defendant</u>	<u>Address</u>	<u>Amount</u>
CAO-60-313	Leonard Parsons	Elgin, Oregon	\$118.84
CAO-61-118	E. B. Moore	Hermiston, Ore.	\$381.00
CAO-61-239	Peter J. Borello	R. D. 2, Box 910 Vacaville, Calif.	\$310.17
CAO-62-80	Portland General Electric Co.	621 S. W. Alder Portland, Oregon	\$ 92.80

The Chief Counsel requested authority to take legal action to restrain Mr. John Zbinden from operating a fruitstand on the right of way of the Chemult-Beaver Marsh Section of The Dalles-California Highway, near Diamond Lake Junction. The Chief Counsel recalled that in 1954 the State received a deed from Mr. Zbinden for the purchase of the property in question. Because of a lease on the property, however, the purchase price was not paid at that time. Subsequently the lease was terminated, but Mr. Zbinden has refused to accept payment for the property and will not move from the State's right of way. He now has built a fruitstand and leased it. The Chief Counsel requested permission to file the proper action for the removal of the fruitstand from the right of way, and the Commission granted him this authority.

Attention was given to a request made by Garden Hotels, Inc., through its representative Payne & Faust, Realtors, for vacation of portions of N. E. Cherry Court and N. E. Halsey Street in the city of Portland. The proposed vacation, the Chief Counsel said, will not be harmful to the State, but he recommended that if the vacation is granted, that it be on condition that all benefits assessed by the City and other charges against the property be assumed by the petitioner. The Engineering Division, he pointed out, also recommend the vacation of this property. The Commission approved the street vacation as presented, and authorized the Secretary to sign the "Consent to Street Vacation" in behalf of the Commission.

The Commission also considered a request from the U. S. Bureau of Land Management for relinquishment of a parcel of land on the Bend-Burns Section of the Central Oregon Highway in Deschutes County. The Chief Counsel stated that the proposed relinquishment has been approved by the State Highway Engineer. Briefly he explained that the 40 acre tract being relinquished was originally acquired from the Bureau of Land Management, and the remainder of the original tract is being retained by the State as a material source. The Commission approved the relinquishment and authorized the Secretary to sign on their behalf a "Relinquishment of Grant".

The Chief Counsel stated that a request had been received from the West Slope Water District that the Highway Commission purchase its pipe line lying within certain streets in Portland to be used in construction of the Sunset Highway (Canyon Road). Briefly, he explained that the Water District does not have a vested right in the right of way or city streets involved

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by which the Commission would be obliged to purchase the pipe line. Our investigation, he stated, disclosed that the authority by which the Water District is in the street is by revocable permit. If it is necessary to move the facilities, it should be at their expense. It was his opinion that it would be an improper diversion of highway funds to pay the Water District for their facilities, and under these circumstances it also would be unconstitutional. Commissioner Simpson inquired if the City of Portland is involved, who issued the permit, and who has authority to cancel it. The Chief Counsel replied that the permit for the pipe line was given to the Water District by the City of Portland, but that the ordinances given by the Water District as their authority to be in the area refer to another location. Commissioner Fridley inquired if the State could legally refuse to grant a permit for a water line. The Chief Counsel replied that for a water line the answer would be "yes"; however, power and telephone lines have constitutional authority to locate on highway right of way. It was his recommendation that the request be denied. The Commission accepted his recommendation.

The matter of an encroachment of a building owned by Mr. S. H. Louis Blaue on the Lake Road-Oregon City Section of the Cascade Secondary Highway in Clackamas County was discussed. The Chief Counsel recalled that previously an agreement with Mr. Blaue had been approved by the Commission, allowing encroachment of the structure on the right of way for a distance of three or four feet. One of the terms of the agreement was that Mr. Blaue was to pay to the State the sum of \$1,500, which amount he has refused to pay. He also has refused to sign the agreement. In response to Chairman Jackson's inquiry concerning the length of time Mr. Blaue has had to sign the agreement, the Chief Counsel replied it has been about a year. The U. S. Bureau of Public Roads has objected to the encroachment, and the Chief Counsel recommended that the agreement be rescinded. The Commission approved the recommendation.

Authority was requested by the Chief Counsel to offer at public sale 13.6 acres, File Nos. 10034, 10035, and 10036, on the Eagle Point-Medford Section of the Crater Lake Highway in Jackson County. This land, he said, is no longer needed nor useful for highway purposes, being an exhausted road material source. The Commission authorized the sale for a minimum price of \$10,880, and thereupon adopted "Real Property Resolution No. 359" relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem.

A proposed gift of 30 acres of land by Mr. and Mrs. R. A. Long as a part of Fort Rock State Park in Lake County was considered. The Engineer commented that the land donated by the Longs, who were early advocates for establishment of a park at this site, gives the Highway Commission ownership of the entire Fort Rock formation. Earlier Lake County had obtained a tract of 160 acres from the U. S. Bureau of Land Management and had presented it to the Commission for park purposes. The Commission accepted the gift with thanks and adopted a resolution formally accepting the gift, expressing gratitude to the Longs for the area, and naming the area "Fort Rock State Park". This resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "State Parks Resolution No. 3-4r".

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Amendment No. 11 to Master Agreement No. 2055 entered into January 23, 1959, with the Central Lincoln People's Utility District was discussed. The Engineer explained briefly that the agreement provides an additional point of power delivery to Honeyman State Park in Lane County. The annual minimum charge for the addition is \$120. Upon his favorable recommendation, the Commission approved the Amendment and authorized the Secretary to sign it in behalf of the Commission.

The Engineer reported that as previously authorized by the Commission, he had awarded contracts referred to him to award when certain conditions had been fulfilled. These conditions have been met and the contracts awarded. The Commission confirmed award of the following contracts:

- (1) Grading and paving on Mt. Scott Creek and Rock Creek Sections of FAS Route 134, Clackamas County. Bids received May 23, 1962. Contract No. 6112 awarded May 29, 1962, to Steelman-Duff, Inc., Portland, low bidder.
- (2) Paving and level course on Pilot Rock (S. W. Birch St.) Section of city street in Umatilla County. Bids received May 23, 1962. Contract No. 6113 awarded May 29, 1962, to Russell Olson Construction Co., Inc., Pendleton, low bidder.
- (3) Grading and oiling on Bear Creek and Wallowa-Whiskey Creek Sections of FAS Routes 468 and 487, Wallowa County. Bids received May 23, 1962. Contract No. 6114 awarded May 31, 1962, to Don Greene Construction, Inc., Salem, low bidder.
- (4) Grading and paving the Bellows Street-Spruce Street (Roseburg) Section of FAS Route 241, Douglas County. Bids received May 23, 1962. Contract No. 6115 awarded June 1, 1962, to Roseburg Paving, Inc., Roseburg, low bidder.
- (5) Hebo-Dolph-Neskowin Rock Production Project on Oregon Coast, Three Rivers, and Little Nestucca Highways, Tillamook County. Bids received May 23, 1962. Contract No. 6116 awarded June 4, 1962, to R. S. Burch, Sheridan, low bidder.
- (6) Grading and paving Third Street South in the city of Lakeview, Lake County. Bids received May 23, 1962. Contract No. 6117 awarded June 7, 1962, to Hughes & Dodd Co., Medford, low bidder.
- (7) Grading and oiling Storie Street in Wallowa, Wallowa County. Bids received May 23, 1962. Contract No. 6118 awarded June 11, 1962, to Don Greene Construction, Inc., Salem, low bidder.

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- (8) Grading and paving the Elsie-Strassel Undercrossing Section of the Sunset Highway, Clatsop and Washington Counties. Bids received May 23, 1962. Contract No. 6119 awarded June 18, 1962, to Acme Construction Company, Redmond, Washington, low bidder.
- (9) Grading and stone base on Halsey Street-Stark Street Section of FAS Route 729 (181st Avenue), east of Portland, Multnomah County. Bids received May 23, 1962. Contract No. 6120 awarded June 18, 1962, to Porter W. Yett, Oreg. Ltd., Portland, low bidder.
- (10) Paving on Halsey Street-Stark Street Section of FAS Route 729 (181st Avenue), east of Portland, Multnomah County. Bids received June 18, 1962. Contract No. 6121 awarded June 18, 1962, to Oregon Asphaltic Paving Company, Portland, low bidder.

The establishment of reduced speed zones on four sections of state highways which are under construction was reported by the Engineer. The reduced speed zones, he said are needed for the safety of the traveling public while proceeding through construction operations. The Commission confirmed the establishment of the following construction speed zones:

- (1) 25 MPH on the Mapleton-Eugene Highway between M.P. 12.13 and M.P. 18.32 in Lane County, effective 8:00 a.m., PST, May 28, 1962.
- (2) 35 MPH on the Green Springs Highway between M.P. 1.1 and M.P. 1.6 in Jackson County, effective 8:00 a.m., PST, May 28, 1962.
- (3) 25 MPH on the Oregon Coast Highway between M.P. 273.37 and M.P. 273.74 in the City of Bandon and Coos County, effective 1:00 p.m., PST, June 13, 1962.
- (4) 35 MPH on the Sherman Highway between M.P. 40.74 to M.P. 43.64 in Sherman County, effective 8:00 a.m., PST, June 25, 1962.

An annual billing in the amount of \$5,476 by the Highway Research Board was presented by the Engineer. This, the Engineer said, is for a service furnished through a staff of engineers who provide written information on the progress of highway research among all of the states. The service is of considerable value to the Highway Department, and he recommended that the billing be paid for the period from July 1, 1962, to June 30, 1963. The Commission approved the payment.

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The Commission considered requests from Coos and Washington Counties for 1963 Federal-Aid Secondary Projects, totaling \$275,000. These projects, the Engineer stated, have been investigated and are eligible. Following his favorable recommendation, the Commission approved the following projects and authorized the Secretary to sign Finance Agreements covering the projects:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Coos	806	Salmon Creek Section Surfacing 0.44 mile	\$ 25,000	1963
Washington	838	Sunset Highway-Walker Road Grade and pave 1.1 miles	\$ 250,000	1963
			\$ 275,000	

SUMMARY BY FISCAL YEARS	1962	1963	Total
Allocated Funds	\$3,497,000	\$3,690,000	\$7,187,000
Approved Projects (Corrected to date)	3,497,000	1,966,000	5,463,000
Unprogrammed Balance	\$ --	\$1,724,000	\$1,724,000
Projects Proposed 6-29-62	--	275,000	275,000
Unprogrammed Balance	\$ --	\$1,449,000	\$1,449,000

Requests for extensions of time within which to complete contracts without payment of liquidated damages were considered. The Engineer reported that in making his recommendations careful consideration had been given to the facts in each instance and as to whether the extensions could be granted under the terms of the contract. The Commission approved his recommendations for extensions of time as follows:

- (1) R. E. Hall, Contract No. 5840, for grading and paving on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties, requested an increase from 115 days to 147 days within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 13 workdays without payment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the extension.
- (2) Peter Kiewit Sons' Company, Contract No. 5714, for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, requested an increase from 200 days to 217 days within which to complete the contract without assessment of liquidated damages.

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The Commission approved an extension of 15 workdays without payment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the extension.

- (3) R and M Construction Company, Contract No. 5929, for structures and grading on the Mistletoe SP RR Undercrossing of the Pacific Highway in Jackson County, requested an increase from 120 workdays to 140 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 7 workdays without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the extension.

The Engineer stated that Contract Nos. 5770, 5818, 5827, 5834, 5948, 5854, 5882, 5906, 5929, 5935, 5978, 5984, 6003, 6004, 6015, 6018, 6019, 6037, 6038, 6041, 6054, 6057, 6059, 6062, 6065, and 6085 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto, marked "Completed Contracts Resolution No. 113", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The City of Ontario in November, 1961, had requested an investigation as to the need for traffic signals at the intersection of East Idaho Avenue (US30 BUS) and Second Street in Ontario. The Engineer said that a subsequent investigation indicated that installation of a pretimed traffic signal would be warranted. He recommended that the signal be installed to be interconnected with the existing traffic signal at the intersection of Idaho Avenue and Oregon Street at an estimated cost of \$5,500. The Commission approved installation of the signal provided the City will pay one-half the cost of the original installation and furnish all future maintenance and power needs and authorized the Secretary to sign an agreement containing the terms mentioned.

The Commission considered the matter of selecting a route for the McKenzie Highway between Elk Creek and McKenzie Bridge in Lane County. Two routes had been investigated, the Engineer stated, one being improvement of the existing route along the North Bank of the McKenzie Highway, and the other being construction of a new route on the South Bank of the river. No action was taken at this time, because a delegation was scheduled to appear before the Commission later in the day concerning this matter. (Following the appearance of the delegation, the selection of a route was again discussed. Chairman Jackson stated that a public hearing had been held at Blue River on June 5, and a delegation had appeared before the Highway Commission at its meeting on May 25, and one had appeared today. A transcript of the Blue River hearing has been prepared and forwarded to interested persons. The Engineer explained features of the two routes, pointing out that they are of approximately the same length and that cost of construction is approximately the same. He mentioned that public opinion as expressed at the hearing was predominantly in favor of the North Bank Route. Also a

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considerable number of letters and petitions had been received, most of which favored the North Route. He called attention to the fact that there is a highway in existence on the North Bank, and reconstruction could be made in sections and used by the public as they are completed. The selection of a route has been given careful consideration on the basis of cost, service and community needs, and he, therefore, recommended that the Commission adopt the North Bank Route. He added that information has been received that the U. S. Forest Service and the U. S. Bureau of Public Roads would concur in the selection of the North Route. Chairman Jackson pointed out that the reconstruction of the North Bank Route will correct many of the traffic hazards mentioned by the delegation which appeared before the Commission earlier today. The Commission approved the North Bank Route.)

An increase in the contract project authorization on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in the amount of \$112,251 was requested by the Engineer. He explained that the overrun, which amounts to approximately 11%, was caused by removal of additional material from a rock cut, the removal of a large amount of slide material and stabilization of the roadbed. The Commission approved the additional authorization.

The Engineer reported that surveys had been completed for improvement of two sections of state highways. The proposed surveys have been given very careful engineering consideration in order to provide the most adequate highway facilities for the traveling public commensurate with the cost. Following his favorable recommendation, the Commission approved surveys on the following sections and thereupon adopted "Survey Resolution No. 255" relative thereto which resolution is filed in the Secretary's Office in Salem and by this reference is made a part hereof:

- (1) Thirtymile Creek-Patill Creek Section of the John Day Highway in Gilliam County.
- (2) Willamina Bridge Section of the Willamina-Sheridan Highway in Yamhill County.

Commissioner Fridley inquired as to when funds would be available for construction of the Thirtymile Creek-Patill Creek Section of the John Day Highway. The Engineer replied that as near as he could estimate it would be about a year.

The Commission considered a request from the City of Nyssa for a cooperative project to widen Main Street (Old Oregon Trail Highway) between the Union Pacific Overcrossing and the Snake River Bridge. The Engineer stated that the City has agreed at its expense to construct the necessary curbing and storm drains and has requested the State to widen the pavement. Cost of the proposed project, he continued, is approximately 50-50 between the State and the City, and he recommended that the project be approved for an expenditure of \$16,000 State funds. The Commission approved the project and authorized the Secretary to sign an agreement pertaining thereto.

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The Engineer reported that two sections of the Old Oregon Trail Highway (I-80N) are being reconstructed to interstate standards, and when completed, speeds of 70 mile-per-hour will be reasonable and prudent. He recommended that 70 mile-per-hour speed zones be designated on the following sections of the Old Oregon Trail Highway, when these sections are completed and the signs are installed:

- (1) Deadman's Pass-Meacham, M.P. 226.98 to M.P. 239.29 in Umatilla County.
- (2) Baker-Pleasant Valley, M.P. 341.47 to M.P. 351.67 in Baker County.

The Commission approved the recommendation by adopting resolutions relative thereto marked "Speed Zone Resolution Nos. 377a and 377b", which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem.

Consideration was also given to the establishment of a 70 mile-per-hour speed zone on the Pacific Highway (Interstate 5). Several sections of the Pacific Highway, the Engineer said, are being reconstructed to interstate standards, and upon completion, speeds up to 70 miles per hour will be reasonable and prudent. He recommended that 70 mile-per-hour speed zones be established on the following sections of the Pacific Highway when these sections are completed and signs have been installed:

- (1) Willamette River Bridge (M.P. 108.89) to the Cottage Grove Interchange (M.P. 143.72) in Lane County. (Resolution No. 378a)
- (2) Rice Hill Interchange (M.P. 171.24) to a point 0.5 mile north of the Sutherlin Interchange (M.P. 181.30) in Douglas County. (Resolution No. 378b)
- (3) Rock Point Interchange (M.P. 275.13) to the North Ashland Interchange (M.P. 299.97) in Jackson County. (Resolution No. 378c)

The Commission approved the speed zones as recommended, and thereupon adopted resolutions relative thereto marked "Speed Zone Resolution Nos. 378a, 378b and 378c", which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem.

Attention was given to a supplemental agreement with Southern Pacific Company concerning construction of the Three Mile Lane Secondary Highway overcrossing of the railroad tracks a short distance south of McMinnville in Yamhill County. The Engineer recalled that the original agreement had been approved March 10, 1961, and had specified, among other things, that construction would begin within one year. The supplemental agreement extends the beginning of construction date to March 10, 1963. Following his favorable recommendation, the Commission approved the agreement.

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The Commission confirmed authority granted by telephone for the Secretary to sign an agreement with Creswell Water Control District concerning drainage conditions on Lynx Hollow Creek south of Creswell. This matter, the Engineer stated, has been held up until the Water Control District and the U. S. Soil Conservation Service could reach an agreement. They now wish to proceed with the project. The agreement provides, among other things, that the Water Control District will construct a culvert to carry a relocated waterway for Lynx Hollow Creek across the Goshen-Divide Highway (Old Pacific Highway). The State is to reimburse the District for the construction which the Engineer estimated would cost approximately \$12,500. The project, he said, will be of considerable value to the State as it will divert water which during floods had flowed across the highway.

An agreement with the Oregon State Game Commission was presented by the Engineer for use, on a temporary basis, of a portion of a quarry and stockpile site on the John Day Highway in Grant County near Dayville. The Game Commission proposes to construct a canal and a trapping device in making a survey of fish migration in the John Day River. This project will be in operation from April 1 to June 30 for three years. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A meeting date for the next regular Commission meeting was set for Friday, August 10, 1962, in the State Highway Building in Salem. (Later this date was changed to Thursday, August 9, and the Secretary was instructed to schedule delegations beginning at 1:30 p.m., PST.) Chairman Jackson stated that the Commission is considering a tour of Oregon highways in the latter part of September, and he instructed the Engineer to work out an itinerary around September 20 to take in the formal opening of the Warner Valley Highway from Adel to Nevada, "Winnemucca to the Sea Route", and to include in the itinerary a meeting of the State Highway Commission for the conducting of business.

The meeting was recessed at 10:15 a.m., and reconvened at 10:30 a.m., with the same persons present and participating.

The Commission considered and, based upon the recommendation of the Chief Counsel, approved the dedication of a plat of the South Auditorium Urban Renewal Project in Portland.

The Chief Counsel also reported that the Bureau of Public Roads has agreed to participate in the Urban Development purchases and interest payments for property needed for the Stadium Freeway in Portland.

An agreement was presented by the Engineer with Southern Pacific Company and a separate agreement with Oregon Electric Railway Company concerning crossing signals on the Beaverton-Tualatin Highway just east of Tigard in Washington County. These agreements, the Engineer stated, involve a ruling from the Public Utility Commissioner. Under the usual procedure the cost would be divided equally between the State and the Railroad Companies. He estimated that the cost to the State for the Oregon Electric installation would be approximately \$4,000, and the cost for the Southern Pacific installation would be approximately \$4,130. He recommended that the agreements be approved. The Commission accepted his recommendation.

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The Commission also gave attention to an agreement between the State, Great Northern Railway Company and Klamath County concerning an over-crossing of the Railway Company's yards south of Klamath Falls on a Federal-Aid Secondary County road project. The Engineer said that although the project is on a county road, the State is handling the supervision of construction and all matters in the project which concern the Bureau of Public Roads. Following his favorable recommendation, the Commission approved the agreement.

An agreement with Southern Pacific Company involving their right of way on the West Salem-Rickreall Section of the Willamina-Salem Highway in Polk County was brought up by the Engineer. The agreement, he stated, is in the form of an easement for highway construction purposes on the Railroad property. The Commission accepted his recommendation that the agreement be approved.

A supplemental throughway agreement with the City of Bend concerning the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in Deschutes County was presented by the Engineer. Briefly he explained that this is a routine type of agreement on a project approved by the Commission, December 12, 1960. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Also presented was a cooperative construction agreement with Jackson County on the Central Point-Ross Lane Section of FAS 274 in Jackson County. This is another routine agreement, the Engineer said, on a project approved by the Commission, January 28, 1961. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a cooperative construction agreement with Baker County involving the Ebell Park-Pine Corners Section of FAS 506 in Baker County. The Engineer stated that this is a routine agreement covering a project approved by the Commission on November 3, 1960. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A cooperative construction agreement with Gilliam County covering the Rock Creek-Shutler Section of FAS Routes 445 and 714 in Gilliam County was presented by the Engineer. This project, the Engineer stated, was previously approved by the Commission on June 2, 1960, and again on November 3, 1960. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer reported that recent reconstruction of the Hood River Highway No. 281 had created a right-angle turn at its intersection with Baseline Road and Cooper Spur Road (old highway alignment). Traffic volumes at this location, he continued, are such that the movement around the corner on the highway should be favored, with traffic on the two county roads being required to stop. He recommended that the "Through-Stop Highway" resolution dated April 27, 1943, be amended to include the following exception:

"At the intersection with Baseline Road and Cooper Spur

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Road (M.P. 17.28), all traffic except that traffic making the right turn from northeast to west shall be required to stop".

The Commission approved the revision as presented and thereupon adopted a resolution relative thereto marked "Through Highways and Stop Signs Resolution No. 4-1", which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem.

The Commission considered an easement agreement with Southern Pacific Company providing for establishment of a locked gate access to be used only by the Railroad Company's maintenance forces on the Yoncalla Junction-Rice Hill Section of the Pacific Highway in Douglas County. The Engineer stated that because of highway construction it has been necessary to close the existing access to the Railroad Company's property. Under the agreement the State is to build the fence and gate as part of the project. The Commission accepted his recommendation that the agreement be approved.

The Engineer brought to the Commission's attention a throughway agreement with Lane County concerning the Willamette River-Coburg Road Section of the Eugene-Springfield Highway. He said that as a prerequisite to awarding a contract for highway construction on this section, it is necessary to enter into the throughway agreement. The County has approved the agreement, and he recommended that the Commission also approve it. The Commission accepted his recommendation and authorized the Secretary to sign it in their behalf.

Extension to June 30, 1963, of an agreement with Cole and Weber Corporation, an advertising agency, covering advertising services for the Travel Information Division was presented by the Engineer. Services rendered by Cole and Weber, he stated, have been very satisfactory, and he recommended that the agreement, which has been approved by the Department of Finance and Administration, be approved also by the State Highway Commission. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission discussed with the Engineer bids received on June 27. The Engineer mentioned the number of bids received, the amount of the low bid, the estimated cost of the project, and his recommendation as to award. At 10:45 a.m., the Commission took action on the following projects and authorized the Secretary to sign the contracts on behalf of the Commission:

BIDS RECEIVED IN SALEM ON JUNE 27, 1962

"Liability Insurance for State Highway Department Officers, Agents and Employees. Three bids were received. The Commission awarded the insurance to the low bidder, U. S. Fire Insurance Company, Salem, (Bob Callahan Insurance Agency), at \$3,022.04 for a three-year period beginning July 1, 1962.

"Leveling course and oiling on Pine Creek Road-Pocahontas Section of the Baker County Road FAS Route 506 in Baker County. Two bids were received. The Commission elected to accept the low bid of Babler Bros., Inc.,

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Portland, in the sum of \$18,380.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County is received and the sum of \$4,300.00 is deposited by the County.

"Milwaukie Traffic Signals at Pacific Highway and River Road in Clackamas County. Six bids were received. The Commission awarded the contract to the low bidder, McIntyre Electric, Portland, at \$5,913.00.

"Morris Bridge over Butte Creek on S. B. Kent County Road, in Clackamas County. Seven bids were received. The Commission referred all bids to Clackamas County for award.

"Monitor Bridge over Butte Creek, County Market Road N. 15, in Clackamas and Marion Counties. Seven bids were received. The Commission elected to accept the low bid of Walder and Kenworthy, Portland, in the sum of \$45,150.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas and Marion Counties is received and the sum of \$10,200.00 is deposited by the Counties.

"Ross Bridge over Butte Creek, Mt. Angel-Marquam County Road in Clackamas and Marion Counties. Six bids were received. The Commission elected to accept the low bid of R. H. Willsey Construction Company, Salem, in the sum of \$44,246.44 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Clackamas and Marion Counties is received and the sum of \$10,000.00 is deposited by the Counties.

"Substructure for steel spans, Columbia River Bridge, Astoria, Oregon, Pt. Ellice, Washington Section, US 101 in Clatsop County, Oregon and Pacific County, Washington. Seven bids were received. The Commission awarded the contract to the low bidder, DeLong Corporation, New York, New York, at \$7,868,033.00.

"Grading on Salmon Creek Section of the Rock Creek County Road FAS Route 806 in Coos County. Three bids were received. The Commission elected to accept the low bid of Selmar A. Hutchins, Sutherlin, in the sum of \$38,546.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of \$8,800.00 is deposited by the County.

"Traffic signal installation on Central Avenue at Tenth Street-Seventh Street Section on the Empire-Coos Bay Highway in Coos Bay in Coos County. Three bids were received. The Commission elected to accept the low bid of Madson and Stokes, Roseburg, in the sum of \$8,890.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Coos Bay is received and the sum of \$4,500.00 is deposited by the City.

"Latrine at Cape Arago State Park on the Cape Arago Highway in Coos County. Three bids were received. The Commission awarded the contract to the low bidder, Donald W. Thompson, North Bend, at \$13,030.70.

"Grading and paving at Brookings (Center Street) Section of city street in Curry County. Two bids were received. The Commission rejected all bids as being too high.

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"Standard Latrine at Tumalo State Park in Deschutes County. Four bids were received. The Commission awarded the contract to the low bidder, E. E. Steinlicht, Bend, at \$8,500.00.

"Grading, paving, signing and structure on Yoncalla Interchange-Rice Hill Section of Pacific Highway in Douglas County. Three bids were received. The Commission awarded the contract to Roy L. Houck Sons' Corporation, Salem, second low bidder, at \$876,721.10 as S. A. Hutchins and Associates Construction Company, Sutherlin, low bidder, qualified their bid.

"Leveling course and oiling on Rock Creek-Shutler Road Section of FAS Routes 445 and 714 in Gilliam County. Three bids were received. The Commission elected to accept the low bid of J. C. Compton, McMinnville, in the sum of \$88,157.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Gilliam County is received and the sum of \$20,000 is deposited by the County.

"Grading and paving on Central Point-Ross Lane Section of FAS Route 274 in Jackson County. Two bids were received. The Commission elected to accept the low bid of Peter Kiewit Sons' Company in the sum of \$148,773.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of \$33,800.00 is deposited by the County.

"Grading on The Cove Section of FAS Route 660 in Jefferson County. Six bids were received. The Commission elected to accept the low bid of Carl M. Halvorson, Inc., in the sum of \$107,530.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Jefferson County is received and the sum of \$26,800.00 is deposited by the County.

"Grading on Willamette River-Coburg Road Section of Eugene-Springfield Highway in Lane County. Four bids were received. The Commission elected to accept the low bid of S. A. Hutchins and Associates Construction Company, Sutherlin, in the sum of \$553,715.00 and directed the State Highway Engineer to award the contract to said bidder as soon as Certificate of Non-collusion is filed with the Highway Commission.

"Grading and paving at Creswell (Mill Street) Section of City Street in Lane County. Two bids were received. The Commission awarded the contract to the low bidder, Wildish Construction Company, Eugene, at \$15,370.00.

"Camas Swale Bridge Extensions, Pacific Highway in Lane County. Two bids were received. The Commission rejects all bids as being too high.

"Eugene Traffic Signals, Railroad Blvd., at VanBuren Street, Junction City-Eugene Highway in Lane County. Three bids were received. The Commission awarded the contract to the low bidder, L. H. Morris Electric Company, Eugene, at \$7,115.00.

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"Paving on Indian Slough-Freeman Creek Section of the Alsea Highway in Lincoln County. Five bids were received. The Commission awarded the contract to the low bidder, Morse Brothers, Lebanon, at \$59,001.00.

"Depot Slough Bridge Section, Yaquina-Toledo County Road FAS 585, in Lincoln County. Three bids were received. The Commission elected to accept the low bid of R. H. Willsey Construction Company, Salem, in the sum of \$82,174.16 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of \$18,500.00 is deposited by the County.

"Paving on Waverly Drive-R.R. Overcrossing (Albany) Section of the Albany-Junction City Highway in Linn County. Three bids were received. The Commission awarded the contract to the low bidder, Western Paving and Construction Company, Albany, at \$47,305.00.

"Abiqua Creek Bridge on Abiqua Creek County Road in Marion County. Four bids were received. The Commission elected to accept the low bid of R. H. Willsey Construction Company, Salem, in the sum of \$45,851.07 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of \$10,300.00 is deposited by the County.

"Maintenance Building in City of Ontario in Malheur County. Three bids were received. The Commission awarded the contract to the low bidder, David G. Dorsey, Caldwell, Idaho, at \$45,425.00.

"Irrigon Junction Interchange Signing Installation, Old Oregon Trail and Columbia River Highways in Morrow County. Two bids were received. The Commission awarded the contract to the low bidder, Electrical Products Corporation of Oregon, Portland, at \$9,790.02.

"Banfield Interchange, East Bank Freeway Section, Pacific Highway, (Structure "A") Illumination and Traffic Signal Installation in Multnomah County. Five bids were received. The Commission awarded the contract to the low bidder, McIntyre Electric, Portland, at \$14,625.00.

"McTimmonds Corner-Maple Grove Section of the Maple Grove County Road, FAS Route 750 in Polk County. Four bids were received. The Commission elected to accept the low bid of D. F. McKenzie, Salem, in the sum of \$134,103.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Polk County is received and the sum of \$30,500.00 is deposited by the County.

"Grading and paving on Eightmile Creek-Dufur Section of The Dalles-California Highway in Wasco County. Sixteen bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$660,643.40.

"Grading, stone base, oiling and structure on Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County. Thirteen bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$1,395,215.00.

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Grading and paving at Banks (Sunset Avenue) Section of city street in Washington County. Three bids were received. The Commission elected to accept the low bid of M and M Paving Company, Cornelius, in the sum of \$20,612.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Banks is received and the sum of \$4,400.00 is deposited by the City.

"Grading, paving, three structures and signing on McMinnville Section of relocated Three Mile Lane Highway in Yamhill County. Five bids were received. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at \$933,794.83.

"Bridge over Burnt River at Durkee on Oxman Ranch County Road in Baker County. Four bids were received. The Commission referred all bids to Baker County for award.

"White Elephant Bridge over Floras Creek in Curry County. Two bids were received. The Commission referred all bids to Curry County for award.

In discussing bids received on June 27, the Chief Counsel pointed out that the previous carrier, Standard Accident Insurance Company, for liability insurance for State Highway Department officials, agents and employees had given notice that they were cancelling the policy, effective July 1, 1962. Insurance had been provided by this company for less than a year on the basis of bids received in 1961 for a three-year coverage. New bids were called and three bids were received on June 27, 1962, the low bid in the amount of \$3,022.04 for a three year period was submitted by U. S. Fire Insurance Company. The two other bids submitted were each in the amount of \$72,000. In the policy to be issued by U. S. Fire Insurance Company, Salem, the new carrier, a provision has been inserted providing that 30 days' notice must be given prior to cancellation.

Mr. A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads, commented concerning the completion of utility agreements on four Federal-Aid highway construction projects. On the bids received June 27, he urged the Highway Department to speed up the execution of the utility agreements as it is necessary that the Bureau of Public Roads hold up project agreements until the utility agreements are approved. He requested that the lead time be increased on utility matters with the objective that utility agreements be completed before asking the Bureau for authorization on a project.

Chairman Jackson inquired of the Travel Information Director, Mr. Carl Jordan, as to the amount of tourist travel this season. Mr. Jordan replied that no solid figures are yet available on the actual amount of tourists in the State, but all indications point to an increase over 1961; for example, requests for travel information were up 20% over last year. The annual traffic survey will be made during the first three weeks in August and after that time there will be definite figures available on tourist traffic. He also mentioned that the Oregon Highway Department's Booth at the Seattle World's Fair is proving to be very popular, and many compliments have been received on it.

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A delegation representing Western Forest Industries Association and sawmills from the McKenzie Valley and Eugene came before the Commission concerning reconstruction of the McKenzie Highway between Elk Creek and the McKenzie Bridge. The following people were present: John Davenport, Western Forest Industries Association, Portland; L. L. Yeager, McKenzie River Lumber Company Manager, and Larry Gildea, George Balsiger Logging, both from Blue River; D. W. Orme, Orme Lumber Corporation, and G. Leo Hess, both from Vida; and Harland Clark, Giustina Lumber Company, Eugene. Mr. Davenport acted as spokesman and introduced the other members of the delegation. He stated that the Western Forest Industries Association which is an association representing about 100 logging companies in the Northwest, is conducting a study on the amount of timber to be hauled out over the McKenzie Highway. Studies are not yet complete so the Association is unable at this time to take a final position concerning the highway route. It appears that approximately 138 million board feet will be taken out during 1962, and he estimated that approximately 180 million board feet will be hauled over the highway in 1963. This is in contrast to 56 million board feet hauled in 1954. He pointed out that these estimates are based on the annual allowable cut, which is green timber, and with utilization of salvageable timber it would raise the total estimated harvest in two years to 200 million board feet. It was his feeling that if all of this timber is to be hauled over the North Bank Route through the existing communities with tourist and local traffic, there may be a considerable traffic jam. Mr. Yeager called attention to two other factors which he felt would increase traffic over the McKenzie Highway; completion of surfacing on the Clear Lake-Belknap Springs Highway should increase greatly the amount of tourist and sportsmen traffic; also the opening of the reservoir back of Carmen Smith Dam and completion of Cougar Dam will cause a great increase in boating traffic. He stated that whether the logs are to be hauled over the North Bank Route or the South Bank Route does not make any difference in the operation of his sawmill; however, he felt that placing all of this traffic on the North Bank Route would create traffic congestion. He also commented that the Blue River Chamber of Commerce had sent out questionnaires to their members as to whether they favor improvement of the North Bank Route or construction of the new section on the South Bank. Twenty-five returns favored the North Bank Route and eighteen favored the South Bank Route. Mr. Orme said that traffic is increasing on the upper McKenzie Highway, including more log trucks and tourist traffic, and completion of the Clear Lake-Belknap Springs Highway and the Carmen Smith and Cougar Dams will add a considerable volume of traffic. It was his feeling that a new route should be constructed on the South Bank in the near future. Chairman Jackson inquired if any of the persons present had submitted this information at the public hearing held at the McKenzie School in Blue River on June 5. Mr. Yeager replied that as far as he knew the information had not been presented. Chairman Jackson stated that the Commission has been giving very careful consideration to this problem over the past several months. He thanked the delegation for presenting their views.

A delegation from the City of Arlington appeared before the Commission concerning revision of interchange plans on the Columbia River Highway in the City of Arlington. The following persons were present: Marion T. Weatherford, Secretary of Port of Arlington Commission and Gilliam County Planning Commission, Jack Harford, Mayor of Arlington, Earl P. Hoag, Chairman

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of Port of Arlington Commission and Gilliam County Planning Commission, Leo Barnett, Gilliam County Commissioner, George McClaskey, Councilman, R. V. Logan, Vice Chairman of Port of Arlington Commission, and Harold Hartfield, Chairman of Highway Committee of Chamber of Commerce, all from Arlington; and State Senator Ben Musa, The Dalles. Mr. Weatherford acted as spokesman and introduced the other members of the delegation. He presented a written statement concerning highway plans for the City of Arlington. He pointed out that preliminary plans covering relocation of Arlington, which involves reconstruction of the Columbia River Highway, the railroad, the Arlington business district, and the Port of Arlington facilities have not yet been approved. The Corps of Engineers in Washington, D. C., have rejected the present plans and a further study will be made for a less costly and more feasible plan. This, he stated, is fortunate as it is believed that the proposed plans are inadequate and unworkable, particularly the interchange on the highway and the plans for the Port facilities. He pointed out that the plans at present would move all the heavy truck traffic to the grain elevator at the Port through the city of Arlington across Beech Street and Cottonwood Street, which would create a considerable traffic problem in Arlington. He requested the Commission to have a complete restudy made of the Arlington Interchange to US 30 with the objective of designing an interchange less costly and more serviceable to their needs. Chairman Jackson stated that the problem they present is extremely difficult and complicated as it involves not only the State Highway Department and the City of Arlington but also the U. S. Bureau of Public Roads, the Corps of Engineers and the Railroad. The problem, he continued, is being studied and it is hoped that an acceptable solution can be reached.

Mr. Gordon Pratt and Mr. Hillard Brown, representing the Heppner-Morrow County Chamber of Commerce, both from Heppner; and Mr. Marion T. Weatherford, Secretary of the Port of Arlington Commission, Arlington, came before the Commission to urge improvements to the Heppner Highway (ORE 74), particularly relocation of the northern end from a point south of Morgan, northwesterly along Fourmile Canyon to the City of Arlington. Mr. Pratt, who was spokesman, presented a petition from the Heppner-Morrow County Chamber of Commerce outlining reasons for the relocation. The petition pointed out that the present highway near the mouth of Willow Creek must be relocated within the next five years due to the raising of the pool behind the John Day Dam. The existing highway is antiquated, very narrow and contains a great number of curves. The proposed relocation would provide a shorter route for the hauling of products from the interior to Arlington, and would open up recreational areas by providing means for tourists and sportsmen to gain access to the interior of the county. The petition also pointed out that the county is in critical need of economic assistance and that the proposed relocation is supported unanimously by the people of Morrow County. Mr. Weatherford said that the Port of Arlington Commission heartily endorses the proposed cutoff. Chairman Jackson stated the Commission is well aware of the problem as it has been presented to the Commission on several occasions. The Commission's problem, however, is the same as stated previously, and that is lack of funds. The Commission, he said, is very conscious of the need for improvement to this highway, as well as many other highways in the state, and regrets that funds are not available for early improvement.

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The Chief Counsel presented a proposed settlement of a condemnation case with Lee L. Dickenson, et ux., File L-4100, on the Siletz-Newport-Corvallis Section of the Siletz Highway in Lincoln County. An original appraisal had been made, but because of new conditions which had come up, the appraisal was revised to the sum of \$883. This amount was offered to Mr. and Mrs. Dickenson and accepted by them. He recommended that the settlement be approved. The Commission approved the settlement.

The Chief Counsel stated that on May 31, 1962, a public auction had been held at which time a parcel of property, File No. R-16788, located on the Broadway-Franklin Boulevard Section of the Pacific Highway in Lane County, had been offered at public sale. The high bid was submitted by Mrs. Catherine A. Ruth in the amount of \$9,750. A condition of the sale was that the property be subject to the adjacent owner's rights to light, view, air, and access. It was the Chief Counsel's opinion that this property is not legally subject to such rights, and if the property were offered for sale without being subject to such rights it would probably sell for a larger amount. It was his recommendation that the bid submitted by Mrs. Ruth be rejected. The Commission accepted his recommendation.

Negotiations with the owners of the Jewish synagogue, Shaarie Torah, on the Stadium Freeway Highway are progressing the Chief Counsel stated, and at the present time there is only a \$15,000 difference between the offer and the amount demanded by the owners. He expressed the hope that the case may be settled within the appraised value.

An oil, gas and sulphur lease with Gulf Oil Corporation of California covering 1,898.75 acres in Marion, Linn and Benton Counties was presented by the Chief Counsel. The proposed lease, he stated, contains the same provisions that have been used in similar leases and will not be harmful to the State. Based on his favorable recommendation, the Commission approved the lease.

The Commission approved and later signed, or authorized the Secretary to sign in behalf of the Commission, the following agreements, deeds and other papers:

"Easement Deed" conveying to U. S. Army Engineers a flowage easement over a 1.8 acre tract of land between Mitchell Point and Hood River on Viento-Hood River Section of Columbia River Highway, Hood River County.

"Bargain & Sale Deed" to Jefferson County Title and Abstract Co. for a parcel of land on the Madras Section of The Dalles-California Highway in Jefferson County.

"Bargain & Sale Deed" to City of Pendleton for a parcel of land in Gravel Pit-Riverside Dist. on Umatilla River in Pendleton, Oregon.

"Bargin & Sale Deed" to Oregon-Washington Railroad & Navigation Co. for a parcel of land on the Russell St.-Curry St. Sec. of the Pacific Highway in Multnomah County.

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"Bargain & Sale Deed" to Southern Pacific Company for a parcel of land on the Bay City Section of the Oregon Coast Highway in Tillamook County.

"Indenture" with the Southern Pacific Company covering an easement for an encroachment on the SP Co's right of way on the West Salem-Rickreall Section of the Willamina-Salem Highway in Polk County.

"Easement Agreement" with Southern Pacific Company providing for establishment of a locked gate access to be used only by the SP Company's maintenance forces in connection with construction on the Yoncalla Junction-Rice Hill Section of Pacific Highway, Douglas County.

"Relinquishment of Title" to Jefferson County for 14.3 acres of state park property in Cove Palisades State Park and a 3.04 acre quarry site in the same area, Jefferson County.

"Indenture of Access" to the George J. and Ethel F. Springer property on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway, Lincoln County.

"Indenture of Access" to the Oswald Quaale property on Willowdale-Madras Section of The Dalles-California Highway, Jefferson County.

"Indenture of Access" to the Raymond B. and Roas C. Percy and W. E. and Grace Davis property on The Dalles-Eightmile Creek Section of The Dalles-California Highway, Wasco County.

"Indenture of Access" to the M. E. and Eldora E. Hadwick property on the Boardman Junction-Irrigon Section of Columbia River Highway, Morrow County.

"Indenture of Access" to the Dick and Laurose Hibberd property on the Rhinehart-Elgin Section of Wallowa Lake Highway in Union County.

"Indenture of Access" to the Floyd S. and Lenore Jeanne Johnson property on Mayville-Fossil Section of John Day Highway, Wheeler County.

"Indenture of Access" to the Alvin and Laura Quaale property on the Mayville-Fossil Section of John Day Highway, Wheeler County.

"Indenture and Grant of Access" to the Anthony and Dorothy Fieber property on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County.

"Indenture" with the Southern Pacific Company covering their transaction at Bay City on the Hobsonville-Bay City Section of the Oregon Coast Highway in Tillamook County.

"Lease for Road Materials Agreement" with Marion F. and Mildred Walker to a parcel of land on the Pistol River Section of the Oregon Coast Highway in Curry County.

"Right of Way Easement" to Pacific Power and Light Company covering conveyance of 3.5 acres of land to Pacific Power and Light Company on the Linn County Line-Judkins Point Section of the Pacific Highway in Lane County.

"Grant of Easement" to the City of The Dalles for a 20-foot easement covering 0.67 acre, for underground utilities on Rowena-The Dalles Section of Columbia River Highway, Wasco County.

"Agreement" between the State, Great Northern Railway Company and Klamath County covering overcrossing of Railway Company's yards south of Klamath Falls in connection with a Federal-aid Secondary Highway project on a county road in Klamath County.

"Agreement" with Southern Pacific Company and Oregon Electric Railway Company covering installation of railroad grade crossing signals at the crossing of the Oregon Electric Railway Company and SP Company tracks by the Beaverton-Tualatin Highway, just east of Tigard.

"Supplemental Indenture" with Southern Pacific Company covering the Three Mile Lane Overcrossing near McMinnville.

"Agreement" with Central Lincoln People's Utility District to provide electric power service to Honeyman State Park in Lane County.

"Agreement" with State Game Commission covering the use of a portion of the quarry and stockpile site on the John Day Highway near Dayville in Grant County, for use in making a survey of fish migration in the John Day River.

"Supplemental Throughway Agreement" with City of Bend covering Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in Deschutes County.

"Cooperative Construction Agreement" with Jackson County covering the Central Point-Ross Lane Section of FAS 274, Jackson County.

"Cooperative Construction Agreement" with Baker County covering the Ebell Park-Pine Corners Section of FAS 506 in Baker County.

"Cooperative Construction Agreement" with Gilliam County covering the Rock Creek-Shutler Section of FAS Routes 445 and 714, Gilliam County.

"Throughway Agreement" with Lane County covering the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County.

"Agreement" with Cole and Weber Corporation covering advertising services for the Travel Information Division.

"Consent to Street Vacation" granting request of Garden Hotels, Inc. to vacate portions of N. E. Cherry Court and N. E. Halsey Street in the City of Portland.

There being no further business to conduct, the meeting was declared adjourned at 12 noon by Chairman Jackson.

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

K. N. Fridley
Commissioner

Floyd Query
Secretary

Doris B. Simpson
Commissioner

June 29, 1962

Salem, Oregon
August 9, 1962

The Oregon State Highway Commission met in regular session at 9:00 a.m., in the Conference Room of the State Highway Building. Present were:

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. Carl Jordan, Director of Travel Information, was excused due to illness.

The Secretary opened and read the following bids for Liability Insurance covering State Highway Department Officers, Agents and Employees:

	<u>Three Years</u>
Huggins Insurance Agency, Inc., Salem	\$ 66,000.00
Dooly and Company, Portland	66,000.00
Commerce Investment, Inc., Portland	67,500.00

The Commission instructed the Chief Counsel to review the bids as to their compliance with the proposal, and, if found satisfactory, the Engineer was directed to make the award after concurrence of the Department of Finance and Administration. (The contract was awarded August 10, 1962, in the Deputy Highway Engineer's Office, to Huggins Insurance Agency, Inc., Salem, who won the toss of a coin on the tie bid).

The Engineer introduced Mr. Harold Schick, the new State Parks Superintendent.

The Right of Way Engineer presented for consideration options, pages 1 through 46, secured for acquisition of real property needed for state highway use or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked "Right of Way Resolution", dated August 9, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations and Report of Offers".

August 9, 1962

The Property Manager's report covering sales of miscellaneous properties and property rentals was presented by the Right of Way Engineer. Miscellaneous sales since the last Commission meeting totaled \$17,395.00. Rental receipts for the month of June, 1962, were \$8,450.00, and for the month of July, 1962, \$5,936.04. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale several parcels of property no longer needed for highway purposes. Access provisions, he stated, are consistent with the departmental policy as practiced in the vicinity of each parcel, and the recommended sale price is based upon appraised value or upon an offer which exceeds appraised value. Upon his favorable recommendation, the Commission authorized public sale of the following properties and thereupon adopted resolutions relative thereto marked "Real Property Resolution Nos. 360 through 370", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 0.57 acre of land, File No. 25715, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, for not less than \$500. No access is to be permitted to the Mt. Hood Highway.
- (2) 0.62 acre of land, File Nos. 25703 and 25705, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, for not less than \$150. No access is to be permitted to the Mt. Hood Highway. The purchaser will be required to maintain existing drainage channels.
- (3) 0.33 acre of land, File No. 25717, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, for not less than \$400. Access is allowed to frontage road but no access is to be permitted to the Mt. Hood Highway.
- (4) 0.38 acre of land, File No. 25718, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, for not less than \$300. Access is allowed to frontage road but no access is permitted to Mt. Hood Highway.
- (5) 2.15 acres of land, File No. 18267, on the Salem By-pass Section of the Pacific Highway in Marion County, for not less than \$1,750. No access is to be permitted to the Pacific Highway. Advertising sign restrictions are to be imposed. (See Real Property Resolution No. 368).
- (6) 1,705 square feet of land, File No. 5644, on the Cottage Grove Section of the Pacific (Business) Highway in Lane County, for not less than \$1,365. No access restrictions since it is within the City of Cottage Grove on Highway 99 Business Route. (See Real Property Resolution No. 367).

- (7) 1 acre of land, File No. 2208, on the Prairie Road-Eugene Section of the Junction City-Eugene Highway in Lane County, for not less than \$16,000. No restrictions are to be imposed. (See Real Property Resolution No. 369).
- (8) 2,300 square feet of land, File No. 14942, on the Marshfield-Bay Park Section (Bay Park-Delmar Section) of the Oregon Coast Highway in Coos County, for not less than \$1,500. No access is to be permitted to the Oregon Coast Highway. (See Real Property Resolution No. 364).
- (9) 28,460 square feet of land, File Nos. 16250, 16074 and 16073, on the Pelican City-Henley Section (Esplanade-South Sixth Street Section) of the Klamath Falls-Malin Highway in Klamath County, for not less than \$1,200. No access is to be permitted to the relocated Klamath Falls-Malin Highway. (See Real Property Resolution No. 366).
- (10) 0.66 acre of land, File No. 15031, on the Pelican City-Henley Section of the Klamath Falls-Malin Highway in Klamath County, for not less than \$1,500. No access is to be permitted to the relocated Klamath Falls-Malin Highway. (See Real Property Resolution No. 365).
- (11) 17,715 square feet of land, File No. S-831, on the Scotch Creek-Joseph Section of the Wallowa Lake Highway in Wallowa County, for not less than \$680. No restrictions are to be imposed.
- (12) 15,850 square feet of land, File Nos. 15923, 16076, and 16075, on the Esplanade-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County, for not less than \$400. No access is to be permitted to the relocated Klamath Falls-Malin Highway.
- (13) 0.53 acre of land, File No. 6287, S-827, Stockpile Site, M.P. 51.90 on the Baker-Homestead Highway in Baker County, for not less than \$265. No restrictions are to be imposed.
- (14) 0.82 acre of land, File No. 12827, on the Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County, for not less than \$1,020. No direct access to the Mt. Hood Highway is to be permitted. No restrictions are to be imposed. (See Real Property Resolution No. 362).

- (15) 17.25 acres of land, File No. 20347, on the Willamette River-Gervais Road Section of the Pacific Highway in Marion County, for not less than \$2,600. No access is to be permitted to the Pacific Highway. Advertising sign restrictions are to be imposed. The purchaser will be required to move highway fence to new location. (See Real Property Resolution No. 363).
- (16) 10.8 acres of land, File Nos. 20895 and 20894, on the Willamette River-Hayesville Section of the Pacific Highway in Marion County, for not less than \$100. The sale is subject to the following provisions: no access to the Pacific Highway; advertising sign restrictions; purchaser required to construct a fence at the right of way line to freeway, at an estimated cost of \$900; and property subject to drainage from highway right of way.
- (17) 9,325 square feet of land, File Nos. 19591 and 19592, on the Russell Street-Curry Street Section of the Pacific Highway in Multnomah County, for not less than \$5,000. No access is to be permitted to the Pacific Highway or to N. E. Glisan Street. (See Real Property Resolution No. 360).
- (18) 14,750 square feet of land, File No. 28540, on the East Bank Freeway of the Pacific Highway in Multnomah County, for not less than \$40,000. No access is to be permitted to the Pacific Highway. (See Real Property Resolution No. 370).
- (19) 5.00 acres of land, File Nos. 20357 and 20358, on the Willamette River-Hayesville Section of the Pacific Highway in Marion County, for not less than \$1,025. No access is to be permitted to the Pacific Highway and advertising sign restrictions are to be imposed. (See Real Property Resolution No. 361).

Direct sale of several parcels of highway property was recommended by the Right of Way Engineer. These parcels, he stated, are no longer needed for highway purposes, and because of their location and other peculiarities the properties cannot be sold by public sale. Proposed sale prices, he continued, have been determined by appraisal and reflect current values for the properties. The Commission approved sale of the following parcels:

- (1) 0.25 acre of land, File No. 33570, on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County, to C. A. Hassler, for the sum of \$75. No access is to be permitted to the relocated Kings Valley Highway.

- (2) 31,250 square feet of land, File No. 10286, on the Prairie City Section of the John Day Highway in Grant County, to the U. S. Forest Service for the sum of \$250. No restrictions are to be imposed on this land which was formerly used for a stockpile site.
- (3) 10 acres of land, File No. 15449, on the Wilderville-Grants Pass Section of the Redwood Highway in Josephine County, to Josephine County for the sum of \$1,500. No restrictions are to be imposed other than the "Public Use Clause". The Commission adopted a resolution pertaining to this sale, marked "Real Property Resolution No. 371", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Real Property Resolutions".
- (4) 3.1 acres of land, File No. 9923, on the Seaside-Hug Point Section of the Oregon Coast Highway in Clatsop County, to Clatsop County for the sum of \$1.00. No access is to be permitted to the Oregon Coast Highway or to the Cannon Beach Connection.

Consideration was given to a "Release of Slope Easement" to the First National Bank of Oregon, Portland, for the sum of \$20.00, located on the City of Madras Section of The Dalles-California Highway in Jefferson County, File No. 8626. The Right of Way Engineer explained that the slope easement, covering 3,000 square feet of land, is no longer needed. Upon his favorable recommendation, the Commission approved the "Release of Slope Easement".

Attention was given to a "Release of Slope Easement", containing 522 square feet of land, on the Newport Section of the Oregon Coast Highway in Lincoln County, File Nos. 8362-63. The Right of Way Engineer stated that the property has recently been filled to highway grade. He recommended that it be released without cost to the Wallace Truax Oil Company of Lincoln County, Inc. The Commission approved the "Release of Slope Easement".

"Indentures of Access" were presented by the Right of Way Engineer who explained that the "Indentures" involve changes in existing points of access for the safety of the traveling public and for the convenience of the property owners. Upon his favorable recommendation, the Commission approved the following "Indentures of Access":

- (1) Harris Distributing Company and Carlson property, File No. 18705, on the Tigard-Newberg Section of the Pacific Highway West in Washington County, involving substitution of two points of access, 40 feet in width and unrestricted as to use, for a previously granted single point of access, 25 feet in width, unrestricted.

- (2) King property, File No. 25699, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, involving a change of location of a single point of access, 15 feet in width and restricted to private residential use.
- (3) Hinsdale property, File No. 20605, on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County, involving a change of location of a single point of access, 25 feet in width and restricted to private residential use.
- (4) Sweet and Detlefsen (Philpott) property, File No. 26097 (L-2922), on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County, covering a change of location to conform with actual construction of two points of access, 25 feet in width and restricted as to use.
- (5) Krebs property, File No. 25414, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, involving a change of location of one point of access, 25 feet in width and restricted as to use.
- (6) Waterman property, File No. 32882, on the McMullen Creek Section of the Coos Bay-Roseburg Highway in Coos County, covering a change of location of one point of access, 25 feet in width and unrestricted as to use.
- (7) McClurg property, File No. 19141 (L-1919), on the Medford County Farm Section of the Pacific Highway in Jackson County, covering a change of location of one point of access, 25 feet in width and unrestricted as to use.
- (8) Harland property, (formerly owned by Haslebacker), File No. 18162, on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, involving a change of location of one point of access, 25 feet in width and restricted as to use.

The Commission considered deeding to Richard E. Guthrie, et al., the proposed roadway connection to the section of the Coos Bay-Roseburg Highway in Coos County remaining after the highway relocation. The Right of Way Engineer explained that after a deed was secured from the owners the State relocated the road connection 1,000 feet farther east, at the adjacent property owner's request. The owners approved this indenture to relieve the State of its option obligation and agreed to take the property back without cost. The Commission approved the "Indenture" as presented by the Right of Way Engineer.

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The Commission gave consideration to a "Supplemental Permit" covering a parcel of land on the Salem By-pass Section of the Portland-Salem Expressway on the Pacific Highway in Marion County. The Right of Way Engineer stated that the original permit was granted on March 27, 1958, to Eugene H. and Wilma J. Pedwell and the Standard Oil Company of California to occupy a portion of the highway right of way for the operation of a service station. The permittees now wish to expand their facilities by adding more pumps. He mentioned that the expiration clause of the original permit remains binding and is not changed by the additional new facilities. Based upon his favorable recommendation, the Commission approved the "Supplemental Permit".

The Right of Way Engineer requested authority for the Property Manager to expend approximately \$270 to repair the septic tank and drain fields for a rental house on the Winchester-Shady Point Section of the Pacific Highway in Douglas County. Chairman Jackson inquired if the State was getting enough rental to justify the expenditure. The Right of Way Engineer stated that the State can continue renting the house at \$55.00 per month for at least two years or until the area is needed for future expansion of the Interstate Highway. The Commission granted the authority to make the repairs as requested.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions relative thereto, marked "Condemnation Resolution Nos. 1656 through 1682", which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Condemnation Resolutions".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation", and "Supplemental Recommendations for Condemnation", dated August 9, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers").

In discussing the condemnation of properties, Chairman Jackson commented that more information releases should be published to acquaint the public with the various steps which must be undertaken in the acquisition of property or in its condemnation. It was his feeling that if these procedures and the reasons for them were better understood by the public there would be less criticism concerning right of way acquisitions. The Chief Counsel remarked that a recent study of acquisitions of right of way revealed that during the past two years 93% of the properties acquired were secured through negotiations and that only 7% of the total parcels acquired were taken to Court through condemnation proceedings.

August 9, 1962

A tabulation showing the results of condemnation cases tried in court since the last Commission meeting was presented by the Chief Counsel. He commented briefly on some of the highlights in the trials. The Commission accepted the tabulation, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-2685 E. V. Weaver, et al.	Douglas	Pacific	Myrtle Creek-Canyonville	\$ 375.00	\$ 2,500.00	\$ 530.00
L-3585 Charles Z. Boyden, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	\$ 3,300.00	\$ 5,500.00	\$ 6,580.00
L-3628 Pearl Fraser, et al.	Lincoln	Oregon Coast	Neskowin-Salmon River	\$28,900.00	\$ 51,000.00	\$35,000.00
L-3754 Ernest Lehman, et ux.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	\$ 5,750.00	\$ 10,500.00	\$ 5,750.00
L-3804 George H. Sheard, et al.	Umatilla	Oregon-Washington	Athena-Blue Mountain Station	\$ 5,615.00	\$ 14,207.50	\$ 6,412.50
L-3825 Edith Ward, et al.	Columbia	Columbia River	Westport-Clatskanie	\$ 50.00	None	\$ 50.00
L-3842 E. G. Campbell, et ux.	Columbia	Columbia River	Westport-Clatskanie	\$ 50.00	None	\$ 50.00
L-3844 Virginia Key Rosewall, et al.	Umatilla	Oregon-Washington	Athena Blue Mountain Section	\$ 8,227.00	\$ 40,809.50	\$17,500.00
L-3932 Laura S. Ernest, et al.	Multnomah	Pacific	N. Portland Harbor-N. Russell Street	\$46,400.00	\$ 46,400.00	\$46,400.00 (Judgment)
L-3970 Donald Trussell, et ux.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	\$37,000.00	\$105,000.00	\$39,120.00

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The Chief Counsel also presented a tabulation report showing condemnation cases which have been settled out of Court since the last Commission meeting. The proposed settlements, he said, are based on appraised values and do not constitute substantial increases above offers made for the properties. The Commission approved the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3667 A. E. Bense, et ux.	Umatilla	Hermiston	Hermiston-Hinkle	\$ 2,900.00	\$ 3,350.00
(See cases tried: Rosewall - L-3844, and Sheard - L-3804.)					
L-3870 Joseph Illias, et al.	Multnomah	Columbia River	Sauvie Island Bridge - St. Johns Bridge	\$ 200.00	\$ 500.00
(Telephonic approval of Mr. Simpson, July 11, 1962)					
L-3874 Richard J. Enos, et al.	Sherman	Columbia River	Biggs-Rufus	\$ 750.00	\$ 1,500.00
(Original appraisal revised due to appraiser having drawn incorrect conclusions of value on economic factors.)					
L-3924 Thomas J. Davis, et al.	Malheur	Central Oregon	Juntura-Vale	\$ 175.00	\$ 1,250.00
(State and independent fee appraisals, revised to reflect elements of damage not previously considered.)					
L-3933 Stadium Realty Co., et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 15,900.00	\$16,800.00
(Prior approval of Bureau of Public Roads obtained.)					
L-3971 Meyer Foundation, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 8,250.00	\$ 9,825.00
(without in- (including value advertising of advertising sign) sign)					
(Prior approval of Bureau of Public Roads obtained.)					
L-4123 Ray C. Caffall, et ux.	Yamhill	Pacific West	Rex Hill-Newberg	\$ 465.00	\$ 465.00
L-4001 Lee L. Dickenson, et ux.	Lincoln	Siletz	Siletz Corvallis Newport Highway (2.07 acres)	\$ 400.00	\$ 883.00 (2.5 acres)

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SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3853 Herbert Wyckoff, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	\$24,500.00	\$28,500.00
(Prior approval of Bureau of Public Roads, letter from A. W. Parsons to Forrest Cooper July 27, 1962)					
L-3979 Lloyd B. Huffaker, et ux.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	\$ 860.00	\$ 1,100.00
L-4122 J. N. Cheatham Corporation	Multnomah	Pacific	Sunset Inter-change Marquam Bridge Section	\$75,050.00	\$75,050.00
L-3929 Louis C. Gilham, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 500.00	\$ 700.00
L-4120 Hyman Cohen, et ux.	Multnomah	Pacific	Sunset Inter-change-Marquam Bridge	\$10,600.00 (partial taking)	\$11,500.00 (entire taking)

(For additional details concerning these settlements, see the Assistant Chief Counsel's letters dated August 3, 1962, entitled "Report of Cases Settled" and his letter of August 8, 1962, entitled "Supplemental Report of Cases Settled" in the General Files in the Commission's Office in Salem).

The Commission considered the Chief Counsel's report on offers made to property owners for acquisition of property prior to the commencement of condemnation proceedings. These offers he said are based upon careful appraisals and have been approved orally by at least one of the Commissioners prior to this meeting. The Commission confirmed the following offers:

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY

R-33409 - Wallace Eri, et ux. 2.45 acres for right of way purposes. Offer of \$4,085.00 approved by Mr. Simpson, July 18, 1962.

R-33683 - Alvin Eri, et ux. Parcel No. 1: 2.33 acres for right of way purposes; Parcel No. 2: 1,200 square feet for right of way purposes. Offer of \$4,300.00 approved by Mr. Simpson, July 18, 1962.

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ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY - CONT.

R-34329 - Herbert H. Driskell, et al. 0.03 acre for right of way purposes. Offer of \$500.00 approved by Mr. Simpson, July 30, 1962.

ASTORIA BRIDGE-SOUTH APPROACH RAMP SPUR OF THE OREGON COAST HIGHWAY

R-34429 - Linnie O. Smith, et al. 1,250 square feet for right of way purposes. Offer of \$2,100.00 approved by Mr. Simpson, July 20, 1962.

BIGGS-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

R-32690 - A. A. Johnson, et al. Parcel No. 1: 2.45 acres for right of way purposes; Parcel No. 2: 1.4 acres for right of way purposes; Parcel No. 3: 0.73 acre for right of way purposes. Offer of \$22,750.00 approved by Mr. Fridley, June 29, 1962.

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY

R-33304 - Alsea Hawley, et al. Parcel No. 1: 1.45 acres for right of way purposes; Parcel No. 2: 1.80 acres for right of way purposes; Parcel No. 3: 1.24 acres for right of way purposes. Offer of \$750.00 approved by Mr. Jackson, July 11, 1962.

R-33306 - Southern Pacific Company, et al. 2.25 acres for right of way purposes. Offer of \$250.00 approved by Mr. Jackson, July 12, 1962.

DESCHUTES STATE PARK

R-25340 - Columbia-Deschutes Power Company, et al. 40.4 acres for park purposes. Offer of \$8,500.00 approved by Mr. Fridley, July 25, 1962.

FIKES CORNER-HOOD RIVER SECTION OF THE MT. HOOD HIGHWAY

R-34224 - Raymond M. Downing, et ux. 11.67 acres for right of way purposes. Offer of \$16,195.00 approved by Mr. Simpson, July 10, 1962. An amount of \$14,700.00 was approved by Mr. Simpson, June 14, 1962. This revised amount is due to a new appraisal review.

FLORAS LAKE STATE PARK

R-34260 - Genevieve R. Stewart, et al. 39.30 acres for park purposes. Offer of \$4,000.00 approved by Mr. Jackson, July 6, 1962.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32040 - J. N. Cheatham Corporation, et al. 3,420 square feet for right of way purposes. Offer of \$75,050.00 approved by Mr. Simpson, June 29, 1962.

R-32084 - Simon Director, et al. 7,002 square feet for right of way purposes. Offer of \$47,400.00 approved by Mr. Simpson, August 1, 1962.

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FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY - CONT.

R-32087 - Emma Tambling, et vir. 2,863 square feet for right of way purposes. Offer of \$10,500.00 approved by Mr. Simpson, July 25, 1962.

R-32146 - Ida Schatz, et ux. 3,000 square feet for right of way purposes. Offer of \$15,700.00 approved by Mr. Simpson, August 1, 1962.

R-32345 - Elizabeth Chenoweth, et vir. 1,350 square feet for right of way purposes. Offer of \$7,600.00 approved by Mr. Simpson, July 9, 1962.

R-32346 - Darsche Felvarg, et vir. 2,503 square feet for right of way purposes. Offer of \$11,250.00 approved by Mr. Simpson, July 11, 1962.

R-32359 - Nathan Reichenstein, et ux. 3,375 square feet for right of way purposes. Offer of \$25,000.00 approved by Mr. Simpson, July 22, 1962.

R-32383 - Anastasia Koumarelos, et al. 3,600 square feet for right of way purposes. Offer of \$25,000.00 approved by Mr. Simpson, August 1, 1962.

R-34074 - Henry Olshen, et al. 2,324 square feet for right of way purposes. Offer of \$9,300.00 approved by Mr. Simpson, August 1, 1962.

R-34075 - Samuel H. Kaufman, et ux. 2,324 square feet for right of way purposes. Offer of \$9,600.00 approved by Mr. Simpson, July 20, 1962.

R-34077 - Madalena Tritto, et vir. 2,090 square feet for right of way purposes. Offer of \$9,950.00 approved by Mr. Simpson, July 18, 1962.

R-34078 - Hyman Cohen, et ux. 1,313 square feet for right of way purposes. Offer of \$10,600.00 approved by Mr. Simpson, July 9, 1962.

R-34155 - Zia Corporation, et al. 2,624 square feet for right of way purposes. Offer of \$82,900.00 approved by Mr. Simpson, July 11, 1962.

R-34156 - Bernard Brown, et ux. 5,301 square feet for right of way purposes. Offer of \$26,500.00 approved by Mr. Simpson, July 5, 1962.

R-34198 - Esther Slade, et al. 3,230 square feet for right of way purposes. Offer of \$29,000.00 approved by Mr. Simpson, June 29, 1962.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33325 - Joe Fleck, et al. 6,600 square feet for right of way purposes. Offer of \$6,800.00 approved by Mr. Simpson, July 18, 1962.

R-33326 - Raymond L. McIlvenna, et al. 11,100 square feet for right of way purposes. Offer of \$14,500.00 approved by Mr. Simpson, July 10, 1962.

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MOHAWK ROAD-MCKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30727 - Mildred Butcher, et vir. 846 square feet for right of way purposes. Offer of \$400.00 approved by Mr. Jackson, July 30, 1962.

MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31400 - The Diocese of Oregon, et al. Parcel No. 1: 500 square feet for right of way purposes; Parcel No. 2: 500 square feet for permanent easement. Offer of \$625.00 approved by Mr. Jackson, August 1, 1962.

R-31407 - John W. Weaver, et al. 0.32 acre for right of way purposes. Offer of \$10,400.00 approved by Mr. Jackson, July 11, 1962.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-34573 - Leonard Richardson, et al. 0.01 acre for permanent easement. Offer of \$25.00 approved by Mr. Simpson, June 29, 1962.

R-34574 - Henry Hoff, et al. 0.18 acre for right of way purposes. Offer of \$1,400.00 approved by Mr. Simpson, July 11, 1962.

OTIS JUNCTION INTERCHANGE SECTION OF THE OREGON COAST HIGHWAY

R-34648 - Duane W. Griffith, et al. 3.88 acres for right of way purposes. Offer of \$625.00 approved by Mr. Simpson, July 6, 1962.

REX HILL-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST

R-34029 - Russell Kenneth Gumm, et al. Parcel No. 1: 0.2 acre for right of way purposes; Parcel No. 2: 0.24 acre for right of way purposes. Offer of \$19,250.00 approved by Mr. Simpson, July 25, 1962.

R-34038 - Mary E. Eubanks, et al. 1,660 square feet for permanent easement. Offer of \$940.00 approved by Mr. Simpson, July 6, 1962.

SAUVIE ISLAND BRIDGE-ST. JOHNS BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31706 - George B. Malarkey, et al. 13,000 square feet for permanent easement. Offer of \$40,000.00 approved by Mr. Simpson, July 18, 1962.

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION OF THE BEAVERTON-TIGARD HIGHWAY

R-32754 - Harland C. Bristow, et al. 0.06 acre for right of way purposes. Offer of \$50.00 approved by Mr. Simpson, July 23, 1962.

R-32920 - The Oregon Bank. Parcel No. 1: 392,500 square feet for right of way purposes; Parcel No. 2: 2,200 square feet for right of way purposes. Offer of \$312,000.00 approved by Mr. Simpson, July 2, 1962. On April 24, 1962, an amount of \$284,300.00 was approved by Mr. Simpson. This revised amount is due to a new appraisal review.

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WILDERVILLE-GRANTS PASS SECTION OF THE REDWOOD HIGHWAY

R-34392 - George L. Shoaf, et ux. 0.28 acre for right of way purposes. Offer of \$195.00 approved by Mr. Jackson, August 1, 1962.

A written report was submitted by the Chief Counsel concerning orders which have been received from the Public Utility Commissioner regarding railroad-highway crossing matters in which the State Highway Commission has been a party. The Commission accepted the report, which is summarized as follows:

PUX 458: Relocation and construction of a spur track on Front, Chemeketa and Water Streets in Salem, Marion County, by Southern Pacific Company. The Highway Commission has no jurisdiction in this matter.

PUX 465: Emery Road Twin Overcrossings of the tracks of Southern Pacific Company on the Mohawk Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County, approximately one-half mile north of the city limits of Springfield. The Commission's request for the overcrossings was granted.

PUX 466: Mud Hollow Grade Crossing of the tracks of Union Pacific Railroad Company on the Mud Hollow-Thornberry Unit of the Sherman Highway in Sherman County, approximately 2.7 miles west of Biggs. The order granted the Commission's request to move the existing grade crossing approximately 15 feet to the southeast.

PUX 469: Construction of a spur track grade crossing by Southern Pacific Company over the main line tracks of Oregon Electric Railway on Front Street in the City of Salem, Marion County. This crossing is on a Salem city street over which the Highway Commission has no jurisdiction.

PUX 471: Construction by Harney County, Petitioner, of a crossing at grade of the tracks of the Union Pacific Railroad Company on a County Road westerly from Crane. The Highway Commission has no jurisdiction over this County Road.

A quarterly report of property damage claims made and collected by the State Highway Legal Department from April 1 through June 30, 1962, was presented by the Chief Counsel. He mentioned briefly that during this period \$15,794.01 had been collected, and that claims in the amount of \$3,689.75 had been abandoned as uncollectible for various reasons. The Commission accepted the report.

The institution of a legal action filed against the Commission and its employees since the last meeting was also commented on by the Chief Counsel. He mentioned that there has been filed in the Lane County Circuit Court an action seeking damages resulting from an automobile accident in which the plaintiff, Dorothy Ashland, was injured. Defendants are Pacific Power and Light Company, W. O. Widdows, and Hugh Carter, who are highway employees. Proper action, he stated, will be taken to defend the interests of the state. The case is being turned over to the state insurance carrier.

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He also mentioned an action filed by Kermit C. Minkler against the State Highway Commission seeking general damages in the amount of \$3,500 and special damages in the amount of \$96, because of alleged negligence in construction of a detour road on the East Bank Freeway Section. Plaintiff alleges that loose gravel which was on the surface of the roadway caused him to fall while riding a bicycle on July 22, 1961. The state insurance carrier is handling the claim.

The Commission considered the granting of a gas, oil and mineral lease to Superior Oil Company involving 171 acres of which 90 acres is in the right of way of the North Santiam Highway and the remainder in the North Santiam State Park. The Chief Counsel explained that the terms of the lease are in accord with terms previously approved by the Commission for similar leases and that no surface drilling is to be allowed in the park or on the highway right of way. Based on his favorable recommendation, the Commission approved the lease.

Consideration was given to a claim made by Robert B. Lee in the amount of \$125 for damages sustained because of loss of pasture use due to failure of the State Highway Department to reconstruct a fence as previously agreed in the right of way settlement. This claim, the Chief Counsel stated, has been investigated and it has been determined that Mr. Lee actually suffered damages to the extent of \$125, and he recommended that the claim be paid. The Commission approved payment.

The Commission also considered a private sale to F. H. Louis Blau in the amount of \$750 for a house located partially on the right of way and partially on Mr. Blau's remaining land on the Lake Road-Oregon City Section of the Cascade Highway in Clackamas County. The Chief Counsel recalled that in previous negotiations an agreement had been presented to Mr. Blau whereby he was to pay \$1,500 and leave the house as it now stands. However, Mr. Blau refused to execute the agreement. The Bureau of Public Roads requires that the transaction be completed before highway construction can be undertaken on this section. After considerable negotiation, Mr. Blau has agreed that the State sell the house to him for \$750 and he will remove from the right of way that portion that encroaches on it. The Chief Counsel recommended that the sale be made to him and the Commission accepted his recommendation.

The Chief Counsel called to the Commission's attention "Miscellaneous Resolution No. 123", adopted January 18, 1955, in which authorization had been granted to the Chief Counsel to dispose of personal property for amounts of \$500 or less and to authorize an expenditure of funds for maintenance and repair of buildings rented by Property Manager in amounts not to exceed \$150. In order to meet present day conditions, he recommended that the resolution be amended to increase the authorization to dispose of personal property from \$500 to \$750, and that authority to expend funds for maintenance and repair of State-owned buildings which the Chief Counsel is authorized to rent be increased from \$150 to \$300. The Commission approved the request and thereupon adopted a resolution relative thereto which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Authorization Resolution No. 18a".

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The Chief Counsel presented a claim made by the Westside Water District in the amount of \$2,000 for extra cost incurred in relocating its water pipe outside the right of way at Indian Creek fill on the Hood River Secondary Highway in Hood River County. The Chief Counsel explained that the extra work had been required by the state in plans for widening the fill. The Commission approved payment of \$2,000 provided the Water District will agree to grant its easement at Indian Creek fill to the Highway Commission for this amount when the highway is widened to include the easement.

The Commission considered changing the name of the state park on Owyhee Reservoir in Malheur County from "Owyhee Lake State Park" to "Lake Owyhee State Park". The Engineer stated that on March 10, 1960, the Commission adopted a resolution which gave the park its present name. Recently it has been learned that the true name of the Reservoir, as adopted by the U. S. Board of Geographic Names, is "Lake Owyhee" and local citizens have requested that the State recognize the official name. He recommended that the state park be named "Lake Owyhee". The Commission accepted his recommendation and thereupon adopted a resolution amending State Park Resolution No. 3-4, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "State Park Resolution No. 3-4s".

The Engineer reported that bids were opened July 11, 1962, on five tracts of land on the Carpenterville-Brookings Section of the old Oregon Coast Highway in Curry County which is now bypassed by new construction. The Commission authorized the sale of these tracts at its meeting of June 9, 1961. These tracts were acquired many years ago as forest way-sides. The Brookings Plywood Corporation submitted the only bid on Tracts 2, 4 and 5 in the amount of \$386,000.00. No bids were received for Tracts 1 and 3. The Engineer recommended the sale of Tracts 2, 4 and 5 to the Brookings Plywood Corporation at its bid price and that attempts to sell Tracts 1 and 3 be deferred for approximately one year. He stated that this matter had been considered by the Parks Advisory Committee and has their approval. It was the feeling of the Parks Advisory Committee that the Brookings Plywood Corporation might be interested in purchasing Tracts 1 and 3 upon completion of the logging of the three Tracts 2, 4 and 5. Chairman Jackson inquired if the tracts were good for park use and if anyone had objected to their sale. The Engineer replied that the tracts are not particularly desirable for park use because of terrain and the fact they are on an old section of highway which has been bypassed by new construction. The only complaint received, he said, was from the former owner who objected to the sale and claimed some implied restrictions for park purposes. The Engineer explained that this matter has been thoroughly investigated and the sale from the former owner carried no restrictions in the conveyance. As this property is excess to the State's needs, the Commission approved the sale by adopting a resolution, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Real Property Resolution No. 372".

An agreement with Central Electric Cooperative, Inc., of Redmond to furnish electrical power for the Prineville Reservoir State Park in Crook County was considered. The Engineer explained that the annual minimum charge

for the two points of delivery will be \$108.00. Upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

The Commission considered authorizing for public sale down and overripe timber in Ecola State Park in Clatsop County. The Engineer stated that a recent cruise indicated that there are 595,000 FBM of Hemlock and Sitka Spruce that could be salvaged at an estimated value of \$6,289. If sold, the timber sale contract is to contain provision for slash disposal and the falling of all snags. The Commission authorized the sale as recommended.

Attention was given to a request from Charles H. and Oralee Winkel of Portland for a permit to use an access road across the "H. B. Van Duzer Forrest Corridor" adjacent to the Salmon River Highway in Tillamook County. The Engineer stated that an investigation indicated that the use of this road would not interfere with or harm the Forest Corridor. The permit which is to run for five years unless revoked by the State, allows the applicant to use and maintain a road that is already in existence. Based upon his recommendation, the Commission approved the "Permit Agreement" and authorized the Secretary to sign it in behalf of the Commission.

The Engineer reported that as previously authorized by the Commission, he had awarded contracts referred to him to award when certain conditions had been fulfilled. These conditions have been met and the contracts awarded. The Commission confirmed award of the following contracts:

- (1) Grading and paving on Banks (Sunset Avenue) Section of city street in Washington County. Bids received June 27, 1962. Contract No. 6137 awarded July 2, 1962, to M & M Paving Company, Cornelius, low bidder.
- (2) Leveling course and oiling on Rock Creek-Shutler Road Section of FAS Routes 445 and 714 in Gilliam County. Bids received June 27, 1962. Contract No. 6138 awarded July 2, 1962, to J. C. Compton Company, McMinnville, low bidder.
- (3) Construction of Abiqua Creek Bridge on Abiqua Creek County Road in Marion County. Bids received June 27, 1962. Contract No. 6139 awarded July 3, 1962, to R. H. Willsey Construction Company, Salem, low bidder.
- (4) Leveling course and oiling on Pine Creek Road-Pocahontas Section of Baker County Road FAS Route 506, in Baker County. Bids received June 27, 1962. Contract No. 6140 awarded July 5, 1962, to Babler Bros., Inc., Portland, low bidder.
- (5) Grading on Salmon Creek Section of Rock Creek County Road in Coos County. Bids received June 27, 1962. Contract No. 6141 awarded July 5, 1962, to Selmar A. Hutchins, Sutherlin, low bidder.

- (6) Construction of Monitor Bridge over Butte Creek on County Market Road N. 15 in Clackamas and Marion Counties. Bids received June 27, 1962. Contract No. 6142 awarded July 5, 1962, to Walder and Kenworthy, Portland, low bidder.
- (7) Construction of Ross Bridge over Butte Creek on Mt. Angel-Marquam County Road in Clackamas and Marion Counties. Bids received June 27, 1962. Contract No. 6143 awarded July 5, 1962, to R. H. Willsey Construction Company, Salem, low bidder.
- (8) Construction on Depot Slough Bridge Section of Yaquina-Toledo County Road, FAS 585, in the city of Toledo, Lincoln County. Bids received June 27, 1962. Contract No. 6144 awarded July 6, 1962, to R. H. Willsey Construction Company, Salem, low bidder.
- (9) Grading the Cove Section of FAS Route 660 in Jefferson County. Bids received June 27, 1962. Contract No. 6145 awarded July 6, 1962, to Carl M. Halvorson, Inc., Portland, low bidder.
- (10) Grading and paving on Central Point-Ross Lane Section of FAS Route 274 in Jackson County. Bids received June 27, 1962. Contract No. 6146 awarded July 9, 1962, to Peter Kiewit Sons' Company, Medford, low bidder.
- (11) Traffic signal installation on Central Avenue on the Tenth Street-Seventh Street Section of Empire-Coos Bay Highway, Coos County. Bids received June 27, 1962. Contract No. 6147 awarded July 12, 1962, to Madson & Stokes, Roseburg, low bidder.
- (12) Grading the Willamette River-Coburg Road Section of Eugene-Springfield Highway, Lane County. Bids received June 27, 1962. Contract No. 6148 awarded July 13, 1962, to S. A. Hutchins & Associates Construction Company, Sutherlin, low bidder.
- (13) Grading and stone base on McTimmonds Corner-Maple Grove Section of Maple Grove County Road, FAS Route 750, in Polk County. Bids received June 27, 1962. Contract No. 6149 awarded July 17, 1962, to D. F. McKenzie, Salem, low bidder.

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The establishment of reduced speed zones on four sections of state highways which are under construction was reported by the Engineer. The reduced speed zones, he said, are needed for the safety of the traveling public while proceeding through construction operations. The Commission confirmed the establishment of the following construction speed zones:

- (1) 35 MPH on Elsie-Strassel Undercrossing Section of Sunset Highway, Clatsop, Tillamook, Columbia, and Washington Counties, between M.P. 20.15 and M.P. 24.15, between M.P. 34.00 and M.P. 37.90, and between M.P. 40.99 and M.P. 42.49, effective 8 a.m., PST, July 2, 1962.
- (2) 35 MPH on Yoncalla Junction-Rice Hill Section of Pacific Highway, Douglas County, between M.P. 167.2 and M.P. 171.0, effective 8 a.m., PST, July 16, 1962.
- (3) 20 MPH on Thomas Creek Bridge Section of Oregon Coast Highway, Curry County, between M.P. 347.54 and M.P. 347.91, effective 8 a.m., PST, June 19, 1962.
- (4) 35 MPH on Coos Bay-Roseburg Highway (Davis Slough Project), Coos County, between M.P. 0.40 and M.P. 0.70, effective 8 a.m., PST, July 23, 1962.
- (5) 25 MPH on South Ashland Interchange Section of Pacific Highway, Jackson County, between M.P. 306.15 and M.P. 307.30, effective 8 a.m., PST, July 18, 1962.
- (6) 35 MPH on the Eightmile Creek-Dufur Section of The Dalles-California Highway, Wasco County, between M.P. 6.3 and M.P. 15.4, effective 8 a.m., PST, July 25, 1962.

The Commission considered the adoption of two location surveys for improvement of state highways. The Engineer stated that the proposed surveys had been given careful engineering study in order to provide the most adequate facilities for the traveling public commensurate with the cost, the traffic involved, and other economic factors. Upon the Engineer's favorable recommendation, the Commission approved the following surveys and adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem as "Survey Resolution Nos. 256 and 257":

- (1) Wasco-Moro Section of the Sherman Highway in Sherman County ("Survey Resolution No. 256")

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(2) White River-Oak Springs Road Section of The Dalles-California Highway in Wasco County ("Survey Resolution No. 257")

The Engineer presented for the Commission's consideration the itinerary for the proposed inspection trip through Eastern Oregon September 19-23. The Engineer mentioned that the Commission's Secretary is making the necessary arrangements for the September Commission meeting to be held enroute Thursday night, September 20, at Burns. After some discussion, the Commission confirmed the itinerary for the inspection trip.

The Commission presented to Mr. Herman Edwards, Reporter for the Oregonian newspaper, a special service award for his long and faithful service and accurate reporting of Highway Commission meetings. The Engineer and Chairman Jackson complimented Mr. Edwards on his fine reporting of highway news.

The meeting was recessed at 10:00 a.m., and reconvened at 10:10 a.m., with the same persons present.

The Engineer requested an increase in project authorization on Contract No. 5828, for grading, paving and structure on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County. The overrun amounts to \$55,263.19 or 8.7 per cent. He stated that numerous slides, additional drainage facilities, additional excavation, and resloping contributed to the overrun. The Commission approved the increase in the authorization.

The Engineer also requested an increase in project authorization on Contract No. 5988 for stone base, oiling and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County. The overrun amounts to \$25,656.09 or 9.39 per cent. He stated that the major cause for the overrun is the unstable area through which this project is constructed. This has required additional excavation, resloping, drain pipes and special backfill for drainage. The Commission approved the increase in authorization as requested.

Commissioner Fridley inquired if the stability of the area in the vicinity of the Powers Junction-Sugarloaf Mountain project has improved as a result of the slide correction work. The Engineer replied that part of the construction has gone through one winter and part of it through two winters without mishap. Construction methods have been changed somewhat in the coastal areas to try to minimize the slides.

The Engineer explained to the Commission future proposed construction projects on the Coos Bay-Roseburg Highway to be financed from bond funds authorized by the last legislature.

Consideration was given to a request from Douglas County for an addition of 1.2 miles (FAS 235) to the Federal-Aid Secondary System. The

Engineer explained that this section northwest of Roseburg extends from FAS 241 two miles easterly of Melrose to FAS 800. The Commission also considered a request from Klamath County for the deletion of 4.9 miles and the addition of 7.5 miles to FAS Route 842, known as Crescent Road. The Engineer stated that the revision would continue to serve as the only county road between The Dalles-California Highway and the Willamette Highway. He explained that both of these requests originated from the respective counties and comply with Bureau of Public Roads regulations. Following the Engineer's favorable recommendation, the Commission approved adding 1.2 miles in Douglas County and revisions to FAS 842 as presented.

The Commission considered requests from Columbia and Wheeler Counties for expenditure of County FAS Funds. The Engineer explained that the projects have been investigated, are eligible and have been approved by the respective county courts. The Commission approved the following projects and authorized the Secretary to sign the necessary agreements when prepared:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Columbia	648	Fishhawk Bridge. Structure.	\$ 91,000	1963
Wheeler	318	Spray Bridge. Structure.	71,000	1963
			\$ 162,000	
SUMMARY BY FISCAL YEARS		1962	1963	Total
Allocated Funds		\$3,497,000	\$3,690,000	\$7,187,000
Approved Projects (Corrected to Date)		\$3,497,000	2,349,000	5,846,000
Unprogrammed Balance		\$ --	\$1,341,000	\$1,341,000
Projects Proposed 8-9-62		--	162,000	162,000
Unprogrammed Balance		\$ --	\$1,179,000	\$1,179,000

The Commission considered the State Tax Street Fund allocations which have accrued to the cities of Dufur and Yamhill during the second six months of 1961. The Engineer explained that action by the Commission is necessary as the cities wish to accumulate funds. Upon his favorable recommendation the Commission adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem under "State Tax Street Fund Resolutions".

A resolution apportioning to the various cities motor vehicle revenues accrued during the first half of 1962 was presented by the Engineer. He stated the allocations have been made according to law and he recommended that they be approved. The Commission approved the apportionment as presented

and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem under "City Allocation of State Gas Tax Funds".

Requests for increases in number of workdays within which to complete state highway contracts were presented by the Engineer. He explained briefly the pertinent facts concerning each request. The Commission took action on the requests as follows:

- (1) Gibbons and Reed Company, Contract No. 5718, for grading, structures and rock production on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, requested an increase from 200 days to 215 days within which to complete the contract without the assessment of liquidated damages. The Commission approved an extension of 15 workdays without payment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the extension.
- (2) Morrison-Knudsen Company, Inc., Contract No. 5827 for bridge construction on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, requested an increase from 160 workdays to 210 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 23 workdays without payment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the extension.
- (3) R. E. Hall Construction Company, Contract No. 5894 for grading and oiling on the Bally Mountain Road-Meadow Creek Section of the Ukiah-Hilgard Highway in Union County requested an increase from 85 workdays to 95 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request.
- (4) Frank G. Baulne, Inc., Contract No. 5868, for paving and signing on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County requested an increase from 160 workdays to 190 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request.

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The Engineer stated that Contract Nos. 5703, 5843, 5867, 5873, 5897, 5921, 5924, 5943, 5979, 5996, 6029, 6032, 6034, 6035, 6039, 6050, 6063, 6074, 6077, 6087, 6097, 6098, 6100, 6101, 6113 and 6140 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Completed Contracts Resolution No. 114".

The Engineer presented to the Commission for their consideration a procedure to expedite final payments to contractors for completed work. He stated that the law provides that no more than 97 per cent of the contract price can be paid until formal acceptance by the Highway Commission. In some instances there is a delay of several weeks in paying the final 3 per cent on a contract because of the time between Commission meetings. He suggested that after a contract has been satisfactorily completed and accepted by the Highway Engineer that this information be transmitted by letter to the Commission. If the Commission has no questions concerning that contract, they would authorize immediate acceptance to be confirmed at the following Commission meeting. This procedure, he said, should speed up final payment and should better the State's relationship with the contractors. The Commission approved the change in the procedure of final contract payments as presented.

A resolution was presented by the Engineer superseding "Loads and Hauling Resolution No. 25b", dated July 28, 1961, and "Loads and Hauling Resolution No. 25c", dated September 15, 1961. He stated that during the past several months a careful check has been made concerning the procedures for issuing overwidth, overlength and overweight hauling permits. This review revealed that these procedures involve a considerable amount of unnecessary paper work. Under ORS 366.185 the Commission may and has delegated to the Engineer the day-to-day responsibility of conducting permit operations. Also, by law, if a person applied for a permit to move a certain load, it was automatically granted. It is believed unnecessary that each one be covered by a special permit. To reduce the paper work and simplify the procedures, he recommended adoption of a resolution which will eliminate the necessity for writing individual permits. Acceptance of the resolution will also modernize permit practices and policies by establishing a consolidated policy statement covering those duties which the Commission may redelegate to the Engineer under the law. The Commission adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Permit Resolution No. 25d".

The Commission also considered a resolution to supersede and rescind "Loads and Hauling Resolution Nos. 24f", dated July 28, 1961, and "Loads and Hauling Resolution No. 24g", dated September 15, 1961. The Engineer reported that this resolution covers certain changes in the operation over state highways of certain overdimension and overweight vehicles and combination of vehicles without permit, including the establishment of classification of highways by groups over which these vehicles may operate.

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These changes are recommended as a result of the examination of permit procedures and policies. The Commission adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Permit Resolution No. 24h".

The Engineer said that a study had been made on the existing 50-mile-per-hour speed zone on the Willamina-Salem Highway in the community of Derry. Because of traffic conditions, roadbed and roadside culture, the study indicated that a slower speed should be posted. He therefore recommended that "Speed Zone Resolution No. 312", dated September 24, 1959, be rescinded and that a 40-mile-per-hour speed zone be established on the Willamina-Salem Highway, between a point 200 feet west of the Southern Pacific Railroad crossing and a point 0.16 mile east of the Southern Pacific Railroad crossing. The Commission accepted the recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Speed Zone Resolution No. 379".

Reconstruction to Interstate standards, the Engineer said, will soon be completed on the Multnomah County Line-East Cascade Lock Section of the Columbia River Highway in Hood River County. When construction is completed, a 70-mile-per-hour designated speed will be reasonable and prudent. He recommended that 70-mile-per-hour speed zones be established on the Columbia River Highway from the Hood River County Line to the west city limits of Cascade Locks, and from the east city limits of Cascade Locks to a point 0.43 mile east of the east city limits of Cascade Locks. This action is to become effective when the section is completed to Interstate standards, when the signs have been placed, and when appropriate action has been taken by the State Speed Control Board concerning speed within the City of Cascade Locks. The Commission accepted the recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Speed Zone Resolution No. 380".

Situations have been observed, the Engineer stated, where fishing from highway bridges, on which there is insufficient width to provide pedestrian walkways, creates a hazard to those fishing as well as to vehicular traffic. For the safety of the traveling public and those fishing, he recommended that fishing be prohibited on the following bridges:

- (1) Mapleton-Eugene Secondary Highway 220:
 Westfork-Coyote Creek Bridge - M.P. 35.47
 Warren Slough Bridge - M.P. 35.69
 Middle Fork-Coyote Creek Bridge - M.P. 36.51
 Coyote Creek Bridge - M.P. 37.49
- (2) Coquille-Bandon Secondary Highway 244:
 Fat Elk Creek Bridge - M.P. 15.08

The Commission accepted the Engineer's recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Miscellaneous Resolution No. 236".

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Consideration was given to a request from the Linn County Parks and Recreation Commission and the Linn County Court that the covered bridge on the Halsey-Sweet Home Highway at Crawfordville be turned over to the Linn County Parks and Recreation Commission when the new bridge is constructed. The Engineer mentioned that bids have been received for a new bridge at Crawfordville. The old bridge will be of no further value for highway purposes when the new bridge is constructed, and he recommended that it be transferred to the County when the new bridge is completed and open to travel, provided that Linn County will relieve the Highway Commission of any further responsibility for the bridge. The Commission accepted his recommendation and authorized the Secretary to sign an agreement with the County.

The Commission gave attention to a claim made by Mr. Ralph Dailey, North Bend, in the amount of \$50.00, the cost of making repairs to his driveway on the 16th Street-Lewis Street Section of the Oregon Coast Highway in North Bend, Coos County. The Engineer explained that in the widening project only minor amounts of new right of way were acquired. Mr. Dailey had complained of the steep grade and the sharp grade break on his driveway and had expended approximately \$50.00 to improve the driveway to a standard acceptable to him. As Mr. Dailey's driveway had been originally constructed by the State the Engineer recommended that Mr. Dailey be paid the sum of \$50.00, provided that he will release the State from all claims in connection with this matter. The Commission approved the payment.

The Commission considered a financial agreement with Umatilla County covering financing arrangements for construction of the US30 Junction-Meadow Junction Section of FAS 760 in Umatilla County. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the East Fork Irrigation District and the Crystal Springs Water Company concerning the relocation of the Water Company's facilities because of highway construction on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County. The Engineer commented that part of the Water Company's facilities is on public right of way and part on its own right of way. The Company has refused to move the facilities unless the State agrees to make payment. He estimated the cost of the adjustment at \$5,200. It was his opinion that the State should contribute about \$2,000 of this amount. To expedite the contract, he recommended that the State move the facilities and attempt to collect the proper amount from the Water Company. He felt that the most economical way to move the facilities would be to have the work done by the East Fork Irrigation District; while they are adjusting their own facilities. Under terms of an agreement which has been prepared, the Irrigation District is to be paid their cost for adjusting the Water Company's pipeline. The State and the Water Company will then endeavor to reconcile their differences. In response to an inquiry from Chairman Jackson the Engineer explained that the State by this arrangement will not prejudice itself. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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The Commission considered a snow removal agreement with the OWRR & N Company, Union Pacific Railroad Company, Lessee, covering snow removal obligations of the Railroad Company and the Highway Commission where the present alignment of the Columbia River Highway is parallel and adjacent to the railroad tracks in the Columbia Gorge. The Engineer recalled that an agreement has been in effect since 1937, and has been revised from time to time. The revised agreement provides that in extreme storms either party may deposit snow upon the right of way of the other after proper notification. An avalanche if caused by either party is the responsibility of the party who caused it. Previous agreements have required that each party be insured. The proposed agreement provides that one party may purchase insurance in behalf of both thereby effecting an annual savings to the State of \$112. Upon his favorable recommendation, the Commission approved the agreement.

In connection with construction of the Minnesota Freeway Section of the Pacific Highway in Portland, the Engineer stated that it is necessary to enter into an agreement with Peninsula Drainage District No. 2. The agreement covers various details of construction and provides for acquisition of some of the Drainage District's property for right of way, approximately 0.4 acre, for the sum of \$750. Following his favorable recommendation, the Commission approved the agreement.

A proposed agreement was considered with the City of Medford, covering illumination at the Crater Lake and Barnett Road Interchanges on the Pacific Highway. Briefly, the Engineer commented that under the agreement the State is to install and maintain the illumination units, and the City of Medford is to furnish the necessary electrical energy. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a proposed throughway agreement with the City of Portland covering the Hamilton Street-Slavin Road Section of the Pacific Highway West in Portland. Ultimately, the Engineer explained, this will be a widening project but it has not yet been included in any official construction program. The agreement, however, is necessary to supplement a right-of-way project in the area which is being undertaken at this time to pick up access control and to prevent development which might increase the project's cost. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented a resolution covering the abandonment of five small loops of highway on the Grass Valley-Kent Section of the Sherman Highway in Sherman County. These loops, he said, are no longer needed for public road purposes, and he recommended that they be abandoned to the abutting property owners. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Abandonment and Retention Resolution No. 400".

Consideration was given to an agreement with the City of Corvallis covering installation of a flashing beacon traffic signal at the intersection of the Pacific Highway West and Seavy Road in the City of Corvallis. The Engineer stated that the cost of \$800 is to be paid by the State and the City is to maintain the signals and assume cost of energy used. The Engineer recalled that the project had been approved by the Commission, May 26, 1961, and the agreement form is now being presented for approval. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission set the date for the next Commission meeting on the evening of September 20, 1962, in the City of Burns. The meeting will be held in conjunction with a highway inspection trip by the Commission, its staff and others in Eastern and Central Oregon September 19 through 23, 1962. A tentative date for the following meeting was set for November 1, 1962, in the Conference Room of the State Highway Building in Salem.

A request from the City of Klamath Falls for the painting of a crosswalk on Main Street (Green Springs Highway) was discussed. The Engineer reported that the crosswalk is a mid-block crossing and for that reason it must be approved by both the City Council and the State Highway Commission. The City Council has approved the crosswalk, and the Engineer recommended that it be approved by the Highway Commission. The Commission also approved the crosswalk.

In response to a request from city officials of the City of North Bend, the Commission considered the matter of prohibiting the stopping of vehicles on McCullough Bridge on the Oregon Coast Highway in Coos County. The Engineer said that a considerable number of motorists stop their vehicles on the bridge to enjoy the view, thereby endangering themselves and other vehicular traffic. He recommended that the stopping or parking of vehicles be prohibited on the McCullough Bridge Section between M.P. 233.48 and M.P. 234.50. A portion of this section, he added, is within the city limits of North Bend, and the City Council has already taken correlating action. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "No Parking Resolution No. 241".

The Engineer presented an abandonment agreement with Lincoln County covering the disposal of old sections of highway on the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County. He reported that when the new section of highway is completed a considerable part of the old road will be outside the limits of the new alignment. The agreement provides that these units be turned over to Lincoln County to be maintained when the new highway section is completed and opened to public travel. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was also given to an agreement with the OWRR & N Company, Union Pacific Railroad Company, covering construction of an overpass of the

Company's tracks at Columbia Boulevard, just north of the Portland city limits, on the Minnesota Freeway Section of the Pacific Highway. The Engineer stated that the agreement has been carefully considered, and he recommended that it be approved by the Commission. The Commission approved the agreement.

The Commission considered an agreement and an indenture of access with Southern Pacific Company covering construction of the second overcrossing of the railroad tracks at Yoncalla Junction on the Pacific Highway in Douglas County. The agreement and the indenture, the Engineer said, have been carefully reviewed and upon his favorable recommendation the Commission approved them.

Attention was given to a proposed contract with Umatilla Electric Cooperative Association covering power line extension and furnishing of electrical energy to the truck scale installation at the junction of the Cold Springs Highway and the Columbia River Highway, north of the City of Umatilla, in Umatilla County. The Engineer reported that the State has recently built a truck scale at this location and that electricity is necessary for its operation. Under the contract it is necessary that a power line extension be made at a cost of approximately \$4,000. Of this amount the State will contribute \$3,100. The State's contribution, he added, is high because of the high cost of installation and the small revenue from the power used. The State agrees, the Engineer stated, to accept electrical service for a period of not less than five years following completion of the extension. Based upon his favorable recommendation, the Commission approved the contract and authorized the Secretary to sign it in their behalf.

The Commission discussed with the Engineer bids for highway construction projects received August 8, 1962. He mentioned the number of bids received, the name of the low bidder and the amount of his bid, the estimated cost, and his recommendation as to award or rejection. At 11:00 a.m., the Commission announced award of contracts as follows, and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON AUGUST 8, 1962

"Stone base on the Salmon Creek Section of the Rock Creek County Road, FAS Route 806, in Coos County. FAP No. S-424(2). Four bids were received. The Commission elected to accept the low bid of Beckley and Thomas Rock Products, Roseburg, in the sum of \$21,369.00, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of \$5,000.00 is deposited by the County.

"Prineville Reservoir State Park Facilities in Crook County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Rex Kimsey Construction Company, Stayton, at \$122,081.50.

"Grading and paving Center Street Section in City of Brookings, Curry County. State Project. One bid was received. The Commission

elected to accept the low bid of Babler and Halvorson, Portland, in the sum of \$24,105.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Brookings is received and the sum of \$7,230.00 is deposited by the City.

"Traffic signal installation and revision on the Washington Avenue-Oak Avenue Section of the Oakland-Shady Highway (Pine Street) in the City of Roseburg, Douglas County. State Project. Three bids were received. The Commission elected to accept the low bid of Trowbridge Electric, Roseburg, in the sum of \$3,779.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Roseburg is received and the sum of \$4,251.38 is deposited by the City.

"Widening of Hood River Bridge in Hood River County. FAP No. I-80N-2(26)61. Seven bids were received. The Commission awarded the contract to the low bidder, Pacific Concrete Company, Portland, at \$277,333.00.

"Seven structures on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County. FAP No. I-5-1(40)14. Four bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at \$512,012.00.

"Roadside improvement on the East Grants Pass Interchange-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Federal-aid Interstate Highway Project No. I-5-1(41)50. Three bids were received. The Commission elected to accept the low bid of Knight Percy Nursery, Salem, in the sum of \$5,955.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Traffic signal installation at the intersection of Pine Street and Eleventh Street in the City of Klamath Falls, Klamath County. City Project. Two bids were received. The Commission referred all bids to the City of Klamath Falls for award.

"Mazama Junction-Collier Park Rock Production Project on The Dalles-California Highway in Klamath County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Jed Wilson and Son, Lapine, at \$39,700.00.

"Lapine Rock Production Project on The Dalles-California and Fremont Highways in Klamath and Deschutes Counties. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Jed Wilson and Son, Lapine, at \$26,025.00.

"Paving, structures (5) and signing on the Cottage Grove-Divide Section of the Pacific Highway in Lane County. Federal-Aid Interstate Highway Project No. I-5-3(40)169. Six bids were received. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the sum of \$1,190,628.79, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Rouse Bridge over Coast Fork of the Willamette River on Black Butte County Road in Lane County. County Project. Five bids were received. The Commission referred all bids to Lane County for award.

"Grant Street Bridge over the South Santiam River on the Lebanon-Crabtree Corner County Road in Lebanon, Linn County. FAP No. S-164(4). Eight bids were received. The Commission elected to accept the low bid of Teeple and Thatcher, Portland, in the sum of \$338,669.00, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of \$76,200.00 is deposited by the County.

"Structure, grading and oiling Crawfordsville Bridge Section of the Halsey-Sweet Home Highway in Linn County. Federal-Aid Project No. S-230(5). Four bids were received. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Inc., Eugene, at \$127,491.00.

"Stout Creek Bridge on the Fern Ridge County Road, near Mehama, in Marion County. State Project. Four bids were received. The Commission elected to accept the low bid of Ross Bros., Construction Company, Salem, in the sum of \$15,553.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of \$9,100.00 is deposited by the County.

"Grading and structures on the Minnesota Freeway Section of the Pacific Highway in Portland, Multnomah County. Federal-Aid Interstate Highway Project No. I-5-6(36)304. Five bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Omaha, Nebraska, at \$3,190,847.80.

"Illumination installation on Grand Avenue-102nd Avenue Section of the Columbia River Highway (Banfield Freeway) in Portland, Multnomah County. FAP No. I-80N-1(21)00. Project was withdrawn prior to the letting.

"Terwilliger Intersection Retaining Wall on the Beaverton-Hillsdale Highway in Multnomah County. State Project. The Commission awarded the contract to the only bidder, Hannan Bros., Co., Portland, at \$23,436.00.

"Grading, oiling and structure on US30 Junction-Meadows Junction Section of FAS County Road No. 760, in Umatilla County. FAP No. S-491(1). Only one bid was received, which the Commission rejected as being too high.

"Clarno-Fossil Rock Production Project in Wheeler County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, G. L. Compton, McMinnville, at \$62,883.80.

"Grading and paving on the Willamina River Bridge Section of the Willamina-Sheridan Highway in Willamina, Yamhill County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Hamilton and Thoms, Inc., Eugene, at \$117,931.00.

"Rock Production on the Lake of the Woods-Wocus Marsh Section of Lake of the Woods Highway, in Klamath County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, W. D. Miller Construction Company, Klamath Falls, at \$28,900.00.

The Engineer reviewed the status of construction of the Columbia River Highway through The Dalles. He mentioned that an agreement with Union Pacific Railroad Company had been studied carefully. However, Commission approval and signing of the agreement is not desired at this time as final agreement has not yet been reached with the Bureau of Public Roads on some matters pertaining to the Brewery Grade Interchange. He explained that the railroad agreement involves acquisition of right of way for the Brewery Grade Interchange, and if the railroad agreement is approved and signed prior to an agreement with the Bureau of Public Roads and the programming of this work by the Bureau of Public Roads such action would preclude the use of federal-aid funds. It was his opinion that the matter could be resolved so that the Commission could take action at its meeting September 20, 1962. Mr. A. W. Parsons, Division Engineer for the Bureau of Public Roads, commented that the position of the State Highway Department concerning the Brewery Grade Interchange is being considered by the Washington, D. C. office but no word has yet been received from them. Chairman Jackson stated that the Commission would take no action on the matter at this time but suggested that when an agreement has been reached with the Bureau of Public Roads, the railroad agreement be sent to the Commission for approval and signature and be confirmed at the following Commission meeting.

The Engineer referred to the Arlington delegation which appeared before the Commission June 29, 1962, requesting changes in plans for an interchange on the Columbia River Highway (80N) that serves the City of Arlington and the Port of Arlington. He pointed out that a long series of conferences had been held with Arlington representatives. On instructions from the Commission, the traffic potential and design of the interchange structures have been reanalyzed and he stated that he could not recommend any change in plans for the interchange. He also observed that the revisions to the interchange requested by the delegation would cost an additional sum of approximately \$850,000 and would contain several undesirable features. Commissioner Fridley commented that it appears that most of the protests are based on the assumption that the bypass will hurt business in Arlington. It was his feeling that information should be made available to the Arlington people as to the effect bypasses have had on other cities of comparable size. Chairman Jackson inquired if the proposed plan provides adequate access to Arlington Port facilities. The Engineer replied that the major part of the traffic will come from the south, from the John Day Highway, and that the proposed facilities for access to the Port are adequate, but the route from the freeway is more circuitous than the City desires. The Engineer stated, in response to an inquiry from Chairman Jackson, that proper signing would advise the public of the business facilities at Arlington and eliminate some of the protests registered by the delegation. After some further discussion, Chairman Jackson stated that the Commission is satisfied with the results of the reanalysis of the interchange plan as reported by the Engineer.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear later in the day. No action was taken pending appearance of the delegations.

An agreement with the OWRR & N Company was presented by the Engineer concerning construction of The Dalles West overcrossing of railroad tracks in Wasco County. The agreement, the Engineer stated, has been carefully examined and appears to be in good order. The Bureau of Public Roads has approved the agreement. Following his favorable recommendation the Commission approved the agreement.

The Commission approved the minutes of the Commission meeting held June 29, 1962.

Deeds, agreements, indentures, and other papers were signed by the Commission or the Secretary as authorized by the Commission, as follows:

"Bargain & Sale Deed" to Haynes N. and Janet S. Oberg for a parcel of land on the Judkins Point-Goshen Section of the Pacific Highway, Lane County.

"Bargain and Sale Deed" to A. T. Webb and W. C. Webb for a parcel of land on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County.

"Bargain and Sale Deed" to Jodie Tomlinson and Craig W. Tomlinson for a parcel of land on the Waldport-Yachats Section of the Oregon Coast Highway in Lincoln County.

"Bargain and Sale Deed" to Elma D. Fraser for a parcel of land on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

"Bargain and Sale Deed" to Capital Envelope Company for a parcel of land on the Russell St.-Curry St. Section of Pacific Highway and Marquam Bridge-S.E. 52nd Ave. Section of the Mt. Hood Highway in Multnomah County.

"Bargain and Sale Deed" to L. E. Schaffer and Estella M. Schaffer for a parcel of land on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

"Bargain and Sale Deed" to East Cascade Investment Company, Inc., for a parcel of land on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County.

"Lease and Sale of Road Materials" agreement with Leland E. Hendricks to a parcel of land on the Tygh Grade Summit-Butler Canyon Section of The Dalles-California Highway in Wasco County.

"Relinquishment of Title" to Wasco County for a parcel of land on the Barnum Wayside of The Dalles-California Highway in Wasco County.

"Release of Slope Easement" to First National Bank of Oregon on the City of Madras Section of The Dalles-California Highway in Jefferson County.

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"Release of Slope Easement" to Wallace Truax Oil Company on the Newport Section of the Oregon Coast Highway in Lincoln County.

"Indenture of Access" to the Arthur W. Carlson and Alice V. Carlson owners of Harris Distributing Company, property on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

"Indenture of Access" to the Ivan R. and Hazel M. King property on the Sandy-Forest Boundary Section of Mt. Hood Highway, Clackamas County.

"Indenture of Access" to the O. H. and Jane F. Hinsdale property on Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County.

"Indenture of Access" to the Thomas and Helen M. Detlefsen and Piercy G. and Muriel S. Sweet property on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County.

"Indenture of Access" to the Ronald and Evelyn Krebs property on the Sandy-Forest Boundary Section of Mt. Hood Highway in Clackamas County.

"Indenture of Access" to the Perry W. Sr. and Lottie Waterman property on the McMullen Creek-Bridge Section of Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the David E. and Gladys P. McClurg property on the Medford-County Farm Section of the Pacific Highway in Jackson County.

"Indenture" deeding to Richard E. and Elsie G. Guthrie the proposed roadway connection to the Section of Coos Bay-Roseburg Highway (on Bridge-Tanner Creek Section) in Coos County.

"Oil, Gas and Sulphur Lease" to Superior Oil Company re leasing of property on the right of way of the Santiam Highway and in North Santiam State Park.

"Agreement" with OWRR & N Company covering snow removal where the present alignment of the Columbia River Highway is parallel and adjacent to the railroad tracks in the Columbia Gorge.

"Agreement" with Peninsula Drainage District No. 2 covering various details of construction of the Minnesota Freeway and transfer to State of approximately 0.4 acre of real property.

"Agreement" with OWRR & N Company covering construction of an overpass of the Company's tracks at Columbia Boulevard, just north of the Portland city limits, by the Minnesota Freeway Section of the Interstate Highway.

"Agreement and Indenture of Access" with Southern Pacific Company covering construction of the second overcrossing of its tracks at the Yoncalla Junction on Pacific Highway in Douglas County.

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"Agreement" with OWRR & N Company covering construction of The Dalles' West Overcrossing in Wasco County.

"Supplemental Permit" to Standard Oil Company and Eugene and Wilma Pedwell to cover expansion of service station facilities on highway right of way on Salem Bypass Section of Pacific Highway, Marion County.

"Agreement" with Central Electric Cooperative, Inc., of Redmond to furnish electrical power for the state park recently established at Prineville Reservoir in Crook County.

"Permit Agreement" to Charles H. and Oralee Winkle for permit to use an access road across state parks land (H. B. Van Duzer Forest Corridor) adjacent to the Salmon River Highway in Tillamook County.

"Finance Agreement" with Umatilla County covering the US 30 Junction-Meadows Junction Section of FAS 760 in Umatilla County.

"Agreement" with the East Fork Irrigation District and the Crystal Springs Water Company covering adjustments by the Irrigation District of the Water Company's facilities necessitated by construction of Fikes Corner-Whiskey Creek Section of Mt. Hood Highway in Hood River County.

"Agreement" with City of Medford covering illumination at the Crater Lake and Barnett Road Interchanges on Interstate Route 5 (Pacific Highway)

"Throughway Agreement" with City of Portland covering the Hamilton Street-Slavin Road Section of Pacific Highway West in City of Portland.

"Agreement" with City of Corvallis covering installation of a flashing beacon traffic signal at intersection of the Pacific Highway West and Seavy Road in city of Corvallis.

"Abandonment Agreement" with Lincoln County covering the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

"Contract" with the Umatilla Electric Cooperative Association covering power line extension and furnishing of electrical energy to the truck scale installation at junction of Cold Springs Highway and Columbia River Highway, north of Umatilla.

Chairman Jackson stated that it is the wish of the Highway Commission to accept officially the recent parks study report, entitled "Oregon Outdoor Recreation, A Study of Non-Urban Parks and Recreation". The report, he continued, is very well prepared, and in behalf of the Commission he commended highly the people who had a part in preparing it.

The meeting was recessed at 12:00 noon, and reconvened at 1:30 p.m., with the same persons present and participating.

August 9, 1962

A delegation of city officials and others from the City of Springfield came before the Commission concerning an extension easterly of "Q" Street in Springfield and construction of a proposed Jasper connection to "Q" Street. The following persons, all from Springfield, were present: Frank Smiley, City Manager; Jim Bell, Planning Consultant for the City of Springfield; B. J. Rogers, Mayor; H. P. Hornish, Chamber of Commerce; Lem Eison, City Engineer, Dell Cooper and Russell Eldridge, City Councilman; John Nelson, Chamber of Commerce and "Springfield News". Mr. Frank Smiley, who acted as spokesman, introduced the other members of the delegation. He pointed out on a map the proposed route for the easterly extension of "Q" Street, which is favored as a result of the Eugene-Springfield area highway study that has been conducted. In connection with this same study, he said, it has been determined that it would be more advantageous to the City if the spur connection to "Q" Street is constructed as a right angle "T" rather than a diagonal route as presently proposed. The advantage in the "T" connection, he said, would be to eliminate the sharp-angle intersection on the proposed route, and not diagonally cut across local streets, thus dead-ending them. It would destroy less residential property and would follow the existing Bonneville power line. He mentioned resolutions from the City Council of Springfield and Springfield Chamber of Commerce concerning this route. Mr. Rogers stated that the delegation is not concerned at this time with early extension of the "Q" Street route but is immediately concerned in construction of the "T" intersection rather than the diagonal route. He called attention to a sanitary sewer system installation and other development of the area which will be hampered by the diagonal route, and expressed concern that right of way is being acquired for the diagonal route while the overall plan is being studied. It was his feeling that there had been some breakdown in communication between City and County officials and the administrative staff of the State Highway Department. The plan presented today he felt is the one the City wants and needs. Mr. Hornish emphasized that this matter has been studied and reviewed by the Springfield Chamber of Commerce and the Chamber of Commerce supports the City's request. Mr. Forrest Cooper, State Highway Engineer, commented that the plans proposed by the delegation will cost a great deal of money, and no funds are available at the present time. He recalled that an agreement had been approved sometime ago in which Lane County and the City of Springfield had approved the diagonal connection to "Q" Street. Chairman Jackson stated that the Commission has acquired considerable right of way on the diagonal project on the basis of the previously approved agreement. He inquired if the City of Springfield could pay for the property acquired if the Commission were to accept the "T" type interchange. Mr. Smiley stated that he felt the answer would be "No", as the City does not have sufficient funds. In the highway study which has been conducted, he pointed out that a better plan for the overall development of the area had been devised than the one previously agreed upon, and if the Commission could see its way clear to approve the "T" connection to "Q" Street, the City could wait awhile for construction. Chairman Jackson called attention to the very heavy statewide demands for highway improvement and the shortage of funds for them. He mentioned also that on the basis of the approved agreement a considerable amount of money has been expended not only for acquisition of right of way on the diagonal route but also on engineering and preliminary work. He inquired if the route is changed if this act would commit the Commission to the whole plan of extension. The Engineer replied it would not be prudent for the Commission

August 9, 1962

to adopt this revised route unless it was intended to carry the whole plan through, which would cost about \$6,000,000. Mr. Smiley remarked that the proposed easterly extension to "Q" Street is a minor part of the east-west route from Route "F" to McKenzie Highway. Mr. Rogers again brought up the matter of apparent misunderstandings between city officials and the State Highway staff. He mentioned specifically that within the last few months he had been told that the diagonal project was probably four or five years in the future. However, lately more active right-of-way acquisition has been underway. Mr. Walter T. Wright, Right of Way Engineer, stated that right of way had been acquired on a routine basis, and he had received no orders to increase the tempo of right of way acquisition. Commissioner Simpson called attention to the fact that right of way had been acquired in accord with the previous agreement, and he inquired if the City would reimburse the State or participate in the State's financial loss if the plan is changed. Mr. Rogers observed that he felt it was not within his power to answer the question, but he did feel that with the many changes in the City since the approval of the agreement the revision as proposed would be of considerable benefit to the City. Chairman Jackson stated that the Commission has proceeded as agreed and expressed regret that the plan is not now favored by the City. The Commission and its staff, he stated, will review the matter carefully and the delegation will be advised of the Commission's decision.

Mrs. Frank Brown and Mrs. C. W. Patterson, Dufur, presented a petition to the Highway Commission favoring the bypassing of the City of Dufur in reconstruction of The Dalles-California Highway in Wasco County. Mrs. Brown, in commenting on the recent hearing held in Dufur, stated that many persons who were working were not able to be present. She stated that 250 signatures have been secured on the petition favoring the bypass route. Among those signing the petition, she stated, were nine businessmen in Dufur and the Dufur School Board has also written a letter favoring the bypass. The people signing the petition, she stated, desire the bypass because it will be safer for the school children, it will not disrupt or remove any of the residences in Dufur, and it will eliminate heavy and speeding traffic through the town. Mrs. Patterson mentioned that the bypass route would be on a four-percent grade while the route through Dufur would be on a six-percent grade. There is no local traffic control in Dufur, she pointed out, and tourists and others, have a tendency to speed through the city, creating a hazard to children and people shopping in the city. It was her thought that if the bypass is not constructed now it will be needed later. In response to Mrs. Brown's statement that many people in Dufur were under the impression that an underpass would be considered under the Fifteenmile Creek Bridge, Commissioner Fridley requested Mr. Porter, Assistant State Highway Engineer, to advise Mrs. Brown concerning this matter and also the access to the elevator. Mrs. Patterson observed that her husband had been in business in Dufur for forty years, and that he favored the bypass route. Chairman Jackson thanked the ladies for their presentation and stated that the matter would be given very careful consideration.

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There being no further business to conduct, the meeting was declared adjourned by Chairman Jackson at 2:30 p.m.

Robert Rogers
State Highway Engineer

Glen Jackson
Chairman

K. N. Fridley
Commissioner

Royd Query
Secretary

David B. Simpson
Commissioner

August 9, 1962

Burns, Oregon
September 20, 1962

The Oregon State Highway Commission met in regular session at 8:30 p.m., in the Chamber of Commerce Room of the Arrowhead Hotel. Present were:

Glenn L. Jackson, Chairman
Kenneth N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
L. I. Lindas, Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Floyd Query, Secretary

The Right of Way Engineer presented for consideration options, pages 1 through 44, secured for acquisition of real property needed for state highway use or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked "Right of Way Resolution", dated September 20, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations, and Report of Offers".

(Right of way resolution page 45 was approved later in the meeting. See ahead for additional entry under the Chief Counsel's reports.)

The Property Manager's report covering sales of miscellaneous properties and changes in rental status was presented by the Right of Way Engineer. Miscellaneous sales since the last Commission meeting totaled \$3,101.50. Rental receipts for the month of August amounted to \$9,436.65.

A report on removal of buildings on right of way required for the Astoria Bridge project was presented by the Right of Way Engineer. He explained that under the contract for construction of the Astoria Bridge it is necessary to turn over the right of way to the contractor, free and clear of encumbrances, prior to November 1, 1962. Oral bids were received for demolition and a low bid of \$3,200 was received. This bid was deemed too high and was rejected. Subsequent negotiations secured a bid of \$1,000, which amount had been authorized orally. He requested confirmation of the expenditure of \$1,000 for the removal of six buildings. The Commission approved the request.

Authority was requested by the Right of Way Engineer to advertise at public sale properties which have been declared excess for present or anticipated future highway needs. The minimum consideration for each property, he said, is based upon appraised value or upon an offer which exceeds appraised value. Access provisions are consistent with departmental policy as practiced in each area and all sales have been cleared through the Engineering Division. The Commission authorized public sale of the following properties and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Real Property Resolution Nos. 373, 374, 375 and 377":

September 20, 1962

- (1) 12.6 acres, File No. 14578, on the North Jefferson Junction-Albany Section of the Pacific Highway in Linn County, for not less than \$8,800. No access is to be allowed to the highway and the sale is to be subject to a sign restriction clause. (See "Real Property Resolution No. 377").
- (2) 1,436 square feet of land, File No. 23685, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for not less than \$750. Access is to be allowed to S. W. Kelly Avenue but none to the Pacific Highway. Sale is to be subject to a sign restriction clause.
- (3) 11,225 square feet of land, File No. 9493, on the North Bend-Marshfield Section of the Oregon Coast Highway in Curry County, for not less than \$5,000, and without restrictions as to use. (See "Real Property Resolution No. 375").
- (4) 6,859 square feet of land, File No. 29383, on the Clackamas River Section of the Pacific Highway East in Clackamas County for not less than \$5,000. No restrictions are to be imposed. (See "Real Property Resolution No. 373").
- (5) 0.74 acre of land, File Nos. 34149 and 28674, on the Lake Road-Oregon City Section of the Cascade Highway in Clackamas County, for not less than \$5,000, and without restrictions. (See "Real Property Resolution No. 374").
- (6) 15,000 square feet of land, File No. 6603, on the Grants Pass-Josephine County Line Section of the old Pacific Highway in Josephine County, for not less than \$750. Access is to be allowed to Fruitdale Drive only.

Direct sale of several parcels of highway property were recommended by the Right of Way Engineer. These parcels, he said, are no longer needed for highway purposes and because of their location, shape, and other peculiarities it is not feasible to offer them at public sale. Proposed sale prices are based upon appraised values. The Commission approved sale of the following parcels and adopted a resolution relative thereto which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Real Property Resolution No. 376":

- (1) 650 square feet of land, consisting of a strip 10 feet wide, File Nos. 27743 and 18781, on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, immediately east of the Bloomberg road overcrossing structure, to James H. Weaver, for the sum of \$100. No access is to be permitted to the Pacific Highway.

- (2) 0.59 acre, File Nos. 22252 and 22253, on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County, about six and one-half miles north of Gold Beach, to James L. Rucker for the sum of \$275. No access is to be allowed to the Oregon Coast Highway.
- (3) 0.06 acre, File Nos. 26960 and 26961, on the Murray Road Interchange Section of the Sunset Highway in Washington County, to O. C. Svehaug, the adjacent property owner, for the sum of \$100. No access is to be allowed to the Sunset Highway.
- (4) 55,000 square feet of land, File Nos. 8916 and 8020, on the Barbur Boulevard-Front Avenue Section of the Pacific Highway West in Multnomah County, to the City of Portland for the sum of \$5,500. He explained that this parcel of land was acquired under an agreement in which the City of Portland contributed 60 percent and the State 40 percent of the cost of acquisition. The sale price represents the State's interest in the land. (See "Real Property Resolution No. 376").

In connection with the sale of land to the City of Portland, the Right of Way Engineer said it is necessary that the Commission concur in the vacation of a portion of S. W. Gaines Street and S. W. Pennoyer Street, which portions intersect the parcel to be sold. The Commission approved the vacation and authorized the Secretary to sign two "Consents to Vacation" in their behalf.

Several "Indentures of Access" were presented by the Right of Way Engineer, providing for changes in points of access. The proposed changes, he observed, have been approved by the Engineering staff and are consistent with departmental policy in providing better access for the owners and safety for the traveling public. The Commission approved the following "Indentures of Access":

- (1) Trevillian property, File No. 33245, on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County, involves change in location of three points of access, unrestricted as to use.
- (2) McCullough property, File No. 29950, on the East Unit, Post Camp Creek Section of the Paulina Highway in Crook County, involves a change in location of two points of access, unrestricted as to use.
- (3) Glos property, File No. 20055, on the Sandy-Firwood Unit, Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, involves change of location of one point of access, unrestricted as to use.

- (4) Skinner property, File No. 27530, on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County, involves change in location of one point of access.
- (5) Ward property, File No. 32258, on the Eightmile Creek-Dufur Section of The Dalles-California Highway in Wasco County, involves a change of location for one point of access, unrestricted as to use.
- (6) Graves property, File No. 33244, on the Siletz-Corvallis-Newport Highway Section of the Siletz-Highway in Lincoln County, involves change in location of two points of access.

"Relinquishment of Title" to a tract of land, containing 0.52 acre, to Josephine County was brought up by the Right of Way Engineer. He explained that Josephine County has been petitioned by property owners to establish a county road, a portion of which crosses a stockpile site owned by the Highway Department. Where the proposed roadway crosses the stockpile site, it is necessary that the County be provided with evidence of ownership in the form of a "Relinquishment of Title" pursuant to ORS 271.330. If the proposed county road is ever abandoned, he continued, title will revert to the State Highway Department. Following his favorable recommendation, the Commission approved the "Relinquishment of Title".

Two "Grants of Access" were presented by the Right of Way Engineer. He pointed out that in both cases the proposed "Grants" have been approved by the Engineering Staff. Based upon his favorable recommendation, the Commission approved the following "Grants of Access":

- (1) To Cecil R. and Everett A. Lake, File No. 22651, on the Stayton-Stout Creek Unit, Salem-Stout Creek Section of the North Santiam Highway in Marion County. Because of an oversight when right of way was acquired from the owners in 1955, no access had been provided to the remaining property. The proposed access is for a single point of access, 25 feet in width, restricted to private residential use and transportation of agricultural products. A future frontage road clause is to be included in this "Grant of Access".
- (2) To Dwight and Nellie Mae Culver, File No. 33633, on the Bridge-Tanner Creek Section of the Coos Bay-Roseburg Highway in Coos County. In acquiring the property from the Culvers, the Right of Way Engineer commented, a single point of access had been granted for over 1,000 feet of frontage. The Culvers plan to subdivide a portion of their holdings and an additional point of access will allow

them to develop their remaining property and will not be detrimental to the safety of the traveling public. Proposed access is to be restricted to private residential use and the transportation of agricultural and timber products.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Condemnation Resolution Nos. 1683 through 1700".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" and "Supplemental Recommendations for Condemnation", dated September 20, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers").

A report of cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He commented on some of the cases. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-4045 Charles Means, et al.	Curry	Oregon Coast	Meyers Creek-Brookings	\$ 430.00	\$ 7,000.00	\$ 4,000.00
L-3897 Harold Rush, et al.	Klamath	The Dalles-Klamath Falls California	West Side By-Pass	\$34200.00	\$50,000.00	\$36,500.00
L-3946 Clyde Carlton, et ux.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	\$ 2375.00	\$ 4,500.00	\$ 2,400.00
L-3872 Lulu B. Fulton, et al.	Sherman	Columbia River	Big Eddy Biggs	\$ 400.00	\$ 5,575.50	None Voluntary Nonsuit

(Property was for quarry site subsequently determined by Construction Division as not needed.)

(For additional details, see the Chief Counsel's letter, dated September 14, 1962, entitled "Report of Cases Tried", in the General Files in the Commission's Office in Salem.)

The Chief Counsel also presented his report on cases which have been settled out of court since the last Commission meeting. In discussing the proposed settlements, he pointed out that the amounts proposed are not substantial increases, or the appraisals originally made have been reviewed and increased to reflect more nearly accurate values. Based on his favorable recommendation, the Commission approved settlement of the condemnation cases, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-4149 Linnie O. Smith	Clatsop	Oregon Coast	Astoria Bridge South Approach Ramp Spur	\$ 2,100.00	\$ 2,100.00
L-4152 Mildred Butcher, et vir.	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	400.00	400.00
L-3864 J. Lewis Wallace, et al.	Lane	Siuslaw	Florence-Cushman (Right of way line came within 8 feet of owner's house. Reappraisal was made in amount of \$1,080.)	435.00	1,080.00
L-4105 J. M. Harder Appliance, Inc., et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge (Independent appraisals by Mr. Bullier, Mr. Kolberg, & Mr. Barendrick, all in amount of \$165,000.)	160,000.00	165,000.00
L-4121 Darsche Felvarg, et vir.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	11,250.00	11,750.00
L-4141 Samuel H. Kaufman, et ux.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	9,600.00	10,300.00
L-4157 L. V. Homsley, et ux.	Multnomah	Mt. Hood	Anderson Road-Duncan Road	7,800.00	7,800.00

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REPORT OF CONDEMNATION CASES SETTLED - CONT.

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-3933 Stadium Realty Co.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$ 5,450.00	\$ 5,450.00
L-4022 Rade Braich	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	6,450.00	6,800.00
L-4108 Ivan Phipps, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	25.00	100.00
L-4036 Kenneth M. Stanley, et al.	Coos	Coquille-Bandon	Michigan Avenue-Grand Avenue	1,550.00	1,550.00
L-4055 Pioneer Trust Co., et al.	Polk	Salem-Dayton	Spring Valley Creek Bridge	895.00	235.00
			including fencing allowance		excluding fencing allowance
			(State to fence. Stipulated Judgment. Offer included a sum of \$660 for the owner to do his own fencing.)		
L-3922 The Dalles-Cooperative Growers	Wasco	Columbia River	The Dalles By-Pass (Reappraisal made indicated value of \$2,000.)	500.00	2,175.00

(For additional details, see the Chief Counsel's letter, dated September 14, 1962, entitled "Report of Cases Settled", in the General Files in the Commission Office, Salem.)

The Commission considered and confirmed the Chief Counsel's report on offers made to property owners for acquisition of property prior to the commencement of condemnation proceedings. The following offers, he said, are based upon careful appraisals and have been approved orally by at least one of the Commissioners prior to this meeting:

ADEL-NEVADA STATE LINE SECTION OF THE WARNER HIGHWAY

R-34771 - The Warner Valley Stock Company. 10.8 acres for maintenance site. Offer of \$300.00 approved by Mr. Jackson, August 17, 1962.

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY

R-34283 - L. V. Homsley, et ux. 1.0 acre for right of way purposes. Offer of \$7,800.00 approved by Mr. Simpson, August 10, 1962.

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ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY-CONT.

R-34289 - Dora C. Paul, et al. Parcel No. 1: 0.07 acre for right of way purposes; Parcel No. 2: 0.06 acre for right of way purposes. Offer of \$7,000.00 approved by Mr. Simpson, August 20, 1962.

R-34293 - Oscar Harold Stone, et ux. Parcel No. 1: 2.2 acres for right of way purposes; Parcel No. 2: 0.12 acre for right of way purposes. Offer of \$16,250.00 approved by Mr. Simpson, August 17, 1962.

R-34295 - Kenneth R. Stone, et ux. Parcel No. 1: 3.98 acres for right of way purposes; Parcel No. 2: 1.95 acres for right of way purposes; Parcel No. 3: 0.15 acre for right of way purposes. Offer of \$10,385.00 approved by Mr. Simpson, August 16, 1962.

R-34300 - Clifford R. Coffey, et al. 2.2 acres for right of way purposes. Offer of \$5,200.00 approved by Mr. Simpson, August 14, 1962.

R-34304 - T. Okino, et al. 1.7 acres for right of way purposes. Offer of \$2,000.00 approved by Mr. Simpson, August 20, 1962.

R-34308 - C. Stanley Lloyd, et al. 6.8 acres for right of way purposes. Offer of \$2,100.00 approved by Mr. Simpson, August 20, 1962.

R-34310 - Doris C. Becker, et vir. Parcel No. 1: 5.6 acres for right of way purposes; Parcel No. 2: 2.35 acres for right of way purposes; Parcel No. 3: 0.07 acre for right of way purposes. Offer of \$9,237.00 approved by Mr. Simpson, August 20, 1962.

R-34322 - Olive McDonald, et al. 1.94 acres for right of way purposes. Offer of \$2,700.00 approved by Mr. Simpson, August 10, 1962.

R-34323 - Lester Jones, et ux. 1.92 acres for right of way purposes. Offer of \$3,650.00 approved by Mr. Simpson, August 20, 1962.

R-34340 - Ted Gress, et ux. Parcel No. 1: 2.15 acres for right of way purposes; Parcel No. 2: 0.02 acre for right of way purposes. Parcel No. 3: 0.06 acre for right of way purposes. Offer of \$7,550.00 approved by Mr. Simpson, August 10, 1962.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY

R-30718 - Albert L. Croeni, et ux. 0.04 acre for right of way purposes. Offer of \$3,800.00 approved by Mr. Simpson, September 5, 1962.

R-34560 - George Teufel, et ux. 2.48 acres for right of way purposes. Offer of \$3,350.00 approved by Mr. Simpson, August 30, 1962.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32036 - Albert Tevet, et al. 1,500 square feet for right of way purposes. Offer of \$7,400.00 approved by Mr. Simpson, August 9, 1962.

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FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY-CONT.

R-32037 - Bertram B. Schatz, et al. 3,801 square feet for right of way purposes. Offer of \$18,000.00 approved by Mr. Simpson, August 9, 1962.

R-32046 - Lucretia Colasuonno, et al. 3,701 square feet for right of way purposes. Offer of \$19,000.00 approved by Mr. Simpson, August 9, 1962.

R-32133 - Joseph M. Harris, et ux. 5,000 square feet for right of way purposes. Offer of \$20,000.00 approved by Mr. Simpson, August 20, 1962.

R-32352 - Abe Zusman, et ux. 3,046 square feet for right of way purposes. Offer of \$10,000.00 approved by Mr. Simpson, August 20, 1962.

R-32364 - Sam Bergman, et ux. 3,300 square feet for right of way purposes. Offer of \$16,000.00 approved by Mr. Simpson, August 20, 1962.

R-34152 - David R. Friedman, et ux. 2,836 square feet for right of way purposes. Offer of \$13,190.00 approved by Mr. Simpson, September 6, 1962.

R-34153 - Concetta Amato, et al. 900 square feet for right of way purposes. Offer of \$23,795.00 approved by Mr. Simpson, August 16, 1962.

R-34157 - Sam D. Rosen. Parcel No. 1: 1,842 square feet for right of way purposes; Parcel No. 2: 3,459 square feet excess taking. Offer of \$20,950.00 approved by Mr. Simpson, September 5, 1962.

GOLD BEACH-CAPE SEBASTIAN SECTION OF THE OREGON COAST HIGHWAY

R-34768 - Myron H. Munroe, et al. 0.03 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson, August 24, 1962.

R-34769 - Fred Wimer, et al. Parcel No. 1: 0.03 acre for right of way purposes; Parcel No. 2: 0.10 acre for right of way purposes. Offer of \$924.00 approved by Mr. Jackson, August 24, 1962.

R-34821 - Western Oregon Conference Association of Seventh-Day Adventists, et al. 0.22 acre for right of way purposes. Offer of \$1,450.00 approved by Mr. Jackson, August 27, 1962.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33771 - George M. Connor, et al. 3,000 square feet for right of way purposes. Offer of \$7,500.00 approved by Mr. Simpson, August 10, 1962.

R-33814 - Homer D. Angell, et ux. 1.12 acres for right of way purposes. Offer of \$2,440.00 approved by Mr. Simpson, August 20, 1962.

R-34510 - Multnomah County, et al. 10,050 square feet for right of way purposes. Offer of \$490.00 approved by Mr. Simpson, August 21, 1962.

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HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY-CONT.

R-34625 - Jack O. Rickli, et ux. Acquisition of vehicular access rights. Offer of \$1,500.00 approved by Mr. Simpson, August 9, 1962.

MOHAWK ROAD-MCKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30690 - Lloyd W. Strand, et ux. 1.42 acres for right of way purposes. Offer of \$4,130.00 approved by Mr. Jackson, August 9, 1962.

R-30736 - Esther Meyers, et al. 1,870 square feet for right of way purposes. Offer of \$450.00 approved by Mr. Jackson, August 10, 1962.

MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31398 - George Barton, et ux. 2,000 square feet for right of way purposes. Offer of \$800.00 approved by Mr. Simpson, August 27, 1962.

R-31420 - Frances Clara Thimler, et al. 1,600 square feet for right of way purposes. Offer of \$550.00 approved by Mr. Simpson, August 14, 1962.

NORTH PORTLAND HARBOR-NORTH RUSSELL STREET SECTION OF THE PACIFIC HIGHWAY

R-32512 - Portland Meadows, Inc. Parcel No. 1: 10.5 acres for right of way purposes; Parcel No. 2: 0.38 acre for right of way purposes; Parcel No. 3: 6.00 acres for permanent easement; Parcel No. 4: 0.20 acre for permanent easement. Offer of \$33,425.00 approved by Mr. Simpson, August 9, 1962.

REX HILL-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST

R-34020 - Noel Guedon, et ux. Parcel No. 1: 0.55 acre for right of way purposes; Parcel No. 2: 0.32 acre for temporary easement. Offer of \$38,400.00 approved by Mr. Simpson, August 29, 1962.

R-34024 - Eleanor V. McDonald, et al. 1.75 acres for right of way purposes. Offer of \$8,275.00 approved by Mr. Simpson, August 9, 1962.

R-34060 - Roy Curtis, et ux. 600 square feet for right of way purposes. Offer of \$1,250.00 approved by Mr. Simpson, August 9, 1962.

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION OF THE BEAVERTON-TIGARD HIGHWAY

R-32661 - Robert Daniel Palumbo, et ux. 0.05 acre for right of way purposes. Offer of \$150.00 approved by Mr. Simpson, August 9, 1962.

R-32866 - Lee Bemmers, et ux. 0.83 acre for right of way purposes. Offer of \$3,735.00 approved by Mr. Simpson, August 29, 1962.

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Orders received from the Public Utility Commissioner regarding highway railroad crossing matters in which the State Highway Commission has been a party were reported by the Chief Counsel. The Commission accepted the report, briefed as follows:

PUX 464: Brooks Scanlon Truck Road Crossing, Santiam Highway, Jefferson County, near M.P. 90.2, approximately 10.5 miles north and west of Sisters. The order allowed the application after requiring employment of a flagman during the hours of usage by the applicant. Applicant is to pay for reconstruction of the roadbed under the crossing and for necessary warning signals.

PUX 468: Crossing of the Union Pacific Railroad tracks at First Street in the City of Irrigon, Morrow County. This street is not under the jurisdiction of the Oregon State Highway Commission.

PUX 474: Alteration of the Union Pacific Railroad Company industrial spur crossing at N. E. 181st Avenue near Portland in Multnomah County. N. E. 181st Avenue is a county road not under the jurisdiction of the Oregon State Highway Commission.

PUX 476: Construction of railroad crossing at grade on the John Day Dam access road near Rufus, Sherman County. The order allowed the petition of the United States Army Corps of Engineers. The access road is not under the jurisdiction of the Oregon State Highway Commission.

PUX 478: Oregon Electric Railway crossing at grade of Hood and Front Streets in the City of Salem, Marion County. These streets are not under the jurisdiction of the Oregon State Highway Commission.

The Commission accepted reports submitted by the Chief Counsel on actions filed against the Commission since the last meeting, as follows:

- (1) Richard M. Peters, et ux, Wendell E. Gronso, et ux, vs. State of Oregon by and through its State Highway Commission, in the nature of inverse condemnation, to recover damages for taking of a sign board easement, on property purchased for construction of a highway on the outskirts of Lebanon in Linn County.
- (2) Dorothy Clancy Williams, Administrator, vs. Frank D. Morgan, Construction Engineer; L. R. Chandler, Division Engineer; Robert Lammert, District Maintenance Superintendent, et al., for \$25,000 damages for wrongful death of plaintiff's husband, arising out of automobile accident on September 28, 1960, in Jackson County, File No. L-4161.

Proper action will be taken to protect the interests of the State, the Chief Counsel stated.

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Attention was given to a "Memorandum of Oil and Gas Lease" between the Commission and the Superior Oil Company of California. The Chief Counsel explained that the document is not a new lease but is simply a memorandum of the lease granted by the Commission to the Superior Oil Company at the August 9, 1962, Commission meeting. The memorandum provides a medium for recording and advising all parties of the existence of the lease without disclosing all the terms, and also reduces the cost of the recording. Following the Chief Counsel's favorable recommendation, the Commission approved the memorandum.

The Commission also considered an assignment in which Pilot Rock Lumber Company assigns to Georgia-Pacific Pine Mills Company all interest and obligations of Pilot Rock Lumber Company under Permit Agreement No. 341, dated August 12, 1953, and expiring August 12, 1965, and Permit Agreement No. 1344, dated August 1, 1952, and expiring August 25, 1964. The Chief Counsel stated that the assignment will not be detrimental to the State, and he recommended that it be approved. The Commission approved the assignment and authorized the Secretary to sign it on behalf of the Commission.

Payment of \$96 to J. P. and Ruth Warren was recommended by the Chief Counsel. He explained that in a judgment rendered by the Circuit Court of Jackson County, dated April 3, 1962, the State was obligated to construct a ditch on the Warren property between Engineer's Centerline Station 1561+00 and Station 1566+00 on the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County. The Warrens, he continued, wish to construct the ditch themselves, have offered to accept the sum of \$96 in payment and to give the State a complete release. Construction of the ditch by the State, he said, would probably cost more than the Warrens are asking. The Commission approved the payment.

The furnishing of a \$1,000 performance bond in connection with a proposed oil and gas lease to Wesley G. Bruer was brought up by the Chief Counsel. Mr. Bruer, he said, is having difficulty obtaining a perpetual performance bond in this amount, and has requested that he be allowed to furnish the bond on an annual basis. If Mr. Bruer failed to furnish the bond at the time his annual rental is due, the lease would be automatically cancelled. Following the Chief Counsel's favorable recommendation, the Commission approved furnishing of the \$1,000 bond on an annual basis.

In connection with options which had been approved by the Commission earlier in the meeting, the Chief Counsel called attention to an option taken from George B. Malarkey (File No. 31706), on the Sauvie Island Bridge-St. Johns Bridge Section of the Columbia River Highway, Multnomah County. The option includes 13,000 square feet of land at \$13,000; 1.4 acres excess and warehouse buildings at \$37,000; parking area \$500; plus damages of \$26,500 if a partial taking is made. Only a part of the property is required for highway purposes; however, the Mobil Oil Company has stated that if the State will acquire the entire property, the Company will pay the same rental for its use as is now being paid, namely \$850 per month. About one and one-half acres, he said, are excess property, and Federal participation would probably be received only on the part required for highway purposes. It was the Chief Counsel's opinion that the excess property could be sold to good

advantage. Chairman Jackson inquired if the excess property might be sold for approximately \$37,000. The Chief Counsel replied he felt that at the proper time approximately this amount could be realized. Commissioner Simpson pointed out that the \$850 per month rental provided a very good rate of interest for the extra expenditure. After some further discussion, the Commission approved the option subject to the assurance that Mobil Oil Company will agree to the State as lessor without changing the lease terms.

Attention was given to an agreement with Pacific Power and Light Company to provide electrical power to the Robert W. Sawyer State Park near Bend. The Engineer mentioned that extension of a power pole line is required, at a cost of \$302.86, and the State is required to pay a minimum annual charge of \$50 for electricity used. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it on behalf of the Commission.

The Engineer reported that he had awarded contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he said, have been taken care of, and he asked the Commission to confirm his action. The Commission confirmed award of the following contracts:

- (1) Stone base on Salmon Creek Section of Rock Creek County Road, FAS Route 806, Coos County. Bids received August 8, 1962. Contract No. 6161 awarded August 14, 1962, to Beckley and Thomas Rock Products, Roseburg, low bidder.
- (2) Roadside improvement on E. Grants Pass Interchange-Evans Creek Section of Pacific Highway, Josephine and Jackson Counties, received August 8, 1962. Contract No. 6162 awarded August 16, 1962, to Knight Percy Nursery, Salem, low bidder.
- (3) Paving, structures (5), and signing on Cottage Grove-Divide Section of the Pacific Highway, Lane County. Bids received August 8, 1962. Contract No. 6163 awarded August 16, 1962, to Warren Northwest, Inc., Portland, low bidder.
- (4) Construction of Grant Street Bridge over South Santiam River on Lebanon-Crabtree Corner County Road, Linn County. Bids received August 8, 1962. Contract No. 6164 awarded August 20, 1962, to Teeple and Thatcher, Portland, low bidder.
- (5) Construction of Stout Creek Bridge on Fern Ridge County Road, Marion County. Bids received August 8, 1962. Contract No. 6165 awarded August 21, 1962, to Ross Bros. Construction Company, Salem, low bidder.

- (6) Traffic signal installation and revision on Washington Avenue-Oak Avenue Section of Oakland-Shady Highway (Pine Street) in the city of Roseburg, Douglas County. Bids received August 8, 1962. Contract No. 6166 awarded August 23, 1962, to Trowbridge Electric, Roseburg, low bidder.
- (7) Grading and paving on Brookings (Center Street) Section of city street in Curry County. Bids received August 8, 1962. Contract No. 6167 awarded August 24, 1962, to Babler Bros., Inc., and Carl M. Halvorson, Inc., Portland, low bidder.

Under authority previously granted to him by the Commission, the Engineer stated that he had authorized the establishment of temporary construction speed zones for the protection of the traveling public in areas of highway construction, as follows:

- (1) 25 MPH on Harper Junction-Burrell Section of Central Oregon Highway, between M.P. 223.86 and M.P. 237.85, Malheur County, effective 4:30 p.m., August 10, 1962.
- (2) 35 MPH on Tygh Grade Summit to Tygh Valley Section of The Dalles-California Highway, between M.P. 27 and M.P. 34, Wasco County, effective 8:00 a.m., August 20, 1962.
- (3) 35 MPH on Goshen-Cottage Grove Section of Pacific Highway, between M.P. 139.4 and M.P. 140.0, Lane County, effective 8:00 a.m., August 10, 1962.

The Commission confirmed the Engineer's action.

Authority was requested by the Engineer for increases in project authorizations on the following contracts:

- (1) \$18,000 (31% overrun) on Contract No. 6040, for roadside improvement between the McKenzie River and the Willamette River on the Pacific Highway and Eugene-Springfield Highway in Lane County. Principal causes of the overrun, he said, were the need of additional topsoil and the construction of a screen of plantings to insulate the "Q" Street freeway from adjacent residential property.
- (2) \$12,100 (22% overrun) on Contract No. 6130, for paving on Waverly Drive-Railroad Overcrossing (Albany) Section of Albany-Junction City Highway in Linn County. To stabilize the existing concrete slabs, it was necessary to pump heavy asphalt under them. Considerably more asphalt was required than had been anticipated which caused the overrun on the original project authorization.

- (3) \$18,400 (10.93% overrun) on Contract No. 6112, for grading and paving the Mt. Scott Creek and Rock Creek Sections of FAS Route 134, in Clackamas County. The Engineer said that the major reason for the overrun was the need for a design change on a box culvert at Rock Creek. Exploration work indicated a solid rock bottom in the creek, but upon excavation it was discovered that the rock was only a ledge and a bottom slab was required in the box culvert. The Commission approved the increases as presented.

For the benefit of those who were present at the Commission meeting and not familiar with Commission procedures, Chairman Jackson explained that the Commission is able to take quick action on the items listed on the agenda as a letter on each item has been previously written to the Commission explaining it and recommending a course of action.

Consideration was given to a request made by Lane County that the State transfer back to the County approximately 2.62 acres of excess property not needed for highway purposes, located approximately one-half mile east of the intersection of the Mapleton-Eugene and Territorial Highways near Veneta. The Engineer explained that in the construction by Lane County, the County had obtained considerable property from the Southern Pacific Company. When the State took over the highway, title to all right of way passed to the State. As the property had been obtained without cost to the State and is not needed for highway purposes, he recommended that approximately 2.62 acres be transferred to Lane County without access to the Mapleton-Eugene Highway for the sum of \$1.00. The Commission approved the transfer.

The Commission gave attention to a letter from Mr. W. A. Bugge, Director of the Washington State Department of Highways, requesting that the State of Oregon cooperate with the Washington State Highway Commission in assuming jurisdiction over the Longview Bridge over the Columbia River and the approaches which connect with the Columbia River Highway at Rainier. In the discussion of this matter, Chairman Jackson mentioned that Oregon had operated the Astoria-Megler Ferries for many years without assistance, and in construction of the bridge across the Columbia River at Astoria the State of Oregon is bearing the major portion of the cost. After some further discussion, the Commission deferred action on this matter pending further study on the cost relationship as applied to the Astoria Ferry and Bridge.

A cooperative drainage project with Multnomah County on the Sandy Boulevard Highway and the Northeast Portland Highway between N. E. 99th Avenue and N. E. 107th Avenue was discussed. The Engineer commented that drainage facilities in this area need improvement. To correct the problem he recommended a drainage project using State construction funds, between N. E. 99th Avenue and N. E. 107th Avenue, with an outfall on N. E. 105th that will empty into a drainage canal controlled by Multnomah Drainage District No. 1. As the work will be cooperative in nature with Multnomah County, he proposed that the project be undertaken at an estimated total cost of \$197,000, with Multnomah County to contribute \$57,000. The Commission approved the project and authorized the Secretary to sign an agreement when it is prepared.

The Engineer reported that Malheur and Wasco Counties have each requested Federal-aid Secondary System projects. The projects, he stated, have been investigated and are eligible for construction with Federal-aid Secondary Funds. Based on his favorable recommendation, the Commission approved the following projects and authorized the Secretary to sign the agreements when they are prepared:

County	FAS Hwy. No.	Section	Programmed Amount	FAS Funds
Malheur	525	Westfall-Harper North Unit Surface & oil, 6.5 miles	\$ 46,000	1963
Wasco	712	Wapanitia-Simnasho Grade & oil, 6.6 miles	\$ 39,000	1963
			\$ 85,000	
<u>SUMMARY BY FISCAL YEARS</u>		1962	1963	Total
Allocated Funds		\$3,497,000	\$3,690,000	\$7,187,000
Approved Projects (Corrected to date)		3,497,000	2,551,000	6,048,000
Unprogrammed Balance		\$ --	\$1,139,000	\$1,139,000
Projects Proposed 9/20/62		--	85,000	85,000
Unprogrammed Balance		\$ --	\$1,054,000	\$1,054,000

The Commission deferred action on the 1963-1965 biennial budget pending receipt of additional information on several items.

Two requests by contractors for extensions of time within which to complete contracts without assessment of liquidated damages were presented by the Engineer. He stated that the requests had been given careful consideration and all available information had been considered. The Commission took action on the requests, as follows:

- (1) Umpqua River Navigation Company, Contract No. 5874, for grading the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, requested an increase of 15 workdays within which to complete the contract without assessment of liquidated damages. The Engineer reported that the contract was completed with the addition of three days, and he recommended an extension of three workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in this recommendation. The Commission approved the extension of time as recommended.

- (2) Gary Baker, Contract No. 6072, for rock production on the Antelope-John Day River Section of the Shaniko-Fossil Highway in Wasco County, requested an increase of 3 workdays within which to complete the contract without assessment of liquidated damages. The Engineer stated that a total of 14 additional workdays were required to complete the contract. He recommended that the contractor be granted four additional workdays without assessment of liquidated damages. The Commission approved the recommendation.

The Engineer reported that contracts numbered 5894, 5898, 5982, 6000, 6001, 6031, 6051, 6053, 6055, 6058, 6060, 6069, 6072, 6073, 6092, 6094, 6107, 6109, 6110 and 6129 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission or have been accepted by letter by the Commission since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Contracts Completed Resolution No. 115".

The Engineer presented two surveys for improvements on The Dalles-California Highway and on the Wallowa Lake Highway. These surveys, he said, have been given very careful engineering consideration to provide the most adequate highway facilities commensurate with the needs of the traveling public and the cost of construction. Based on his favorable recommendation, the Commission approved the following surveys and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Survey Resolution No. 258":

- (1) Dufur-Gap Section of The Dalles-California Highway, Wasco County. (Bypass Route) Hearing held in Dufur on July 31, 1962.
- (2) Minam Section of the Wallowa Lake Highway, Wallowa County. On this section, the Engineer recommended and the Commission approved a grade crossing with the railroad. Warning devices can be installed if needed.

In response to a resolution submitted by the Corvallis City Council, 4a-1 the Commission considered the matter of prohibiting shoulder parking on a portion of the Corvallis-Newport Highway in the City of Corvallis. A hazardous condition, the Engineer said, is caused by cars parking on the highway shoulders near the ball diamond. The City Council has taken action to prohibit parking in this section, and he recommended that the Commission concur. The Commission accepted his recommendation that shoulder parking be prohibited on both sides of the Corvallis-Newport Highway between 15th Street and Third Street in Corvallis, Benton County, and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "No Parking Resolution No. 242".

The Commission gave attention to an agreement with Crook County abandoning to the County a portion of the Post-Paulina Section of the Paulina Secondary Highway which has been replaced by new construction. The agreement provides that the State is to place the section to be abandoned in serviceable condition, and the County is to accept the section and maintain it as a part of the county road system as long as needed for the service of persons living thereon. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Two abandonment resolutions were presented by the Engineer covering abandonment of old sections of highways which have been replaced by new construction and opened to the traveling public. He mentioned that the abandonment resolutions have been preceded by agreements with the county or city involved in which the disposition of the old sections was previously agreed upon. The Commission approved the abandonment of the old highway sections as recommended by the Engineer, and thereupon adopted resolutions, which by this reference are made a part hereof and filed in the Secretary's Office in Salem as "Abandonment and Retention Resolution Nos. 388 and 403":

- (1) Cummings Pass-Fossil Section of John Day Highway and Shaniko-Fossil Highway in the city of Fossil, Wheeler County. The old portion of the highway is to be relinquished to the city of Fossil. (See "Abandonment and Retention Resolution No. 388")
- (2) Post-Paulina Section of the Paulina Secondary Highway in Crook County. A small portion of the old highway intersecting Shotgun County Road is to be abandoned to Crook County and maintained by them. Other portions are to be abandoned to the adjoining property owners. (See "Abandonment and Retention Resolution No. 403")

Opening of the Clear Lake-Belknap Springs Highway, No. 215, within a short time was reported by the Engineer. When construction by the U. S. Bureau of Public Roads is completed and the highway is opened to traffic it should be signed, he said, throughout its length as a through-stop highway, in which stop signs are erected at intersecting roads and he so recommended. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Through Highways and Stop Signs Resolution No. 25".

The Clear Lake-Belknap Springs Highway when it is opened to traffic, the Engineer stated, will be a through highway, open for 12 months of the year, and will carry more traffic than will the McKenzie Highway east of its junction with the Clear Lake-Belknap Springs Highway. Because of this it is desirable to amend the through-stop highway resolution of April 27, 1943, as it pertains to the McKenzie Highway. He recommended that the resolution be amended to read as follows:

"No stop shall be required for Santiam Highway traffic at its junction with the McKenzie Highway west of Sisters."

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"No stop shall be required for McKenzie-Bend Highway traffic at its junction with the McKenzie Highway east of Sisters."

"That the McKenzie Highway, No. 15, be a through-stop highway between Springfield Junction and Redmond with the following exceptions:

"Traffic westbound on the McKenzie Highway shall stop at its junction with the Clear Lake-Belknap Springs Highway."

The Commission accepted the recommendation and thereupon adopted a resolution which by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Through Highways and Stop Signs Resolution No. 4-m".

Confirmation of an agreement with the Union Pacific Railroad Company, Multnomah County, and the State Highway Commission covering the undercrossing of the Railroad Company's tracks at N. E. 122nd Avenue was requested by the Engineer. He recalled that prior approval had been requested of the Commission to expedite construction of the project. The Commission confirmed their earlier approval.

Attention was given to an agreement with the City of Eugene providing for illumination of the Judkins Point Interchange Section on the Pacific Highway in Eugene. Basic provisions of the agreement, the Engineer said, require the State to install and maintain luminaire units along the highway near the southerly end of the Willamette River Bridge. The City is to install and maintain luminaire units along the interchange leg leading to and from Eugene. It further provides that the City is to pay for all electrical energy consumed. Estimated cost of the project, he said, is approximately \$9,000, and it is planned to advertise the State's portion of the work at the next bid opening as an interstate project. Based on his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with Northern Pacific Railroad Company by which the Railroad Company grants to the State easements for construction of the West City Limits-St. Johns Bridge Section of the Lower Columbia River Highway in Portland. The agreement, the Engineer said, involves payment to the Railway Company in the amount of \$4,029 for the areas occupied by highway construction. The amount of payment is substantiated by appraisals. The Commission approved the agreement as recommended by the Engineer, and authorized the Secretary to sign it in their behalf.

Consideration was given to a supplemental agreement with the U. S. Bureau of Reclamation covering the crossing of Interstate Highway 80N west of The Dalles by a power line and by a sewer line. A minor change in the Bureau of Reclamation's plans, the Engineer stated, has caused the detailed location of these two lines to be changed. Following his favorable recommendation, the Commission approved the supplemental agreement.

A throughway agreement with Clackamas County covering the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County was discussed. The agreement, the Engineer said, is the usual type, covering such

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things as, road closures, frontage roads, and jurisdiction of short sections of relocated county roads. He recommended that the agreement be approved as it is planned to call for bids on this section in the near future. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, and also longitudinal easements within this section. Based upon the Engineer's favorable recommendation, the Commission approved the agreement.

In connection with the drainage project on Sandy Boulevard and Northeast Portland Highway, the Engineer stated that it is necessary to enter into an agreement with Multnomah Drainage District No. 1 to allow the State to discharge drainage waters into the District's canal. He recalled that some years ago an agreement had been entered into with the District, and since that time it has been modified several times. The proposed agreement brings all matters up to date and involves 47½ acres, for which the District charges from \$3 to \$6 per year per acre. He recommended that the Commission approve the agreement. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in their behalf.

Thursday, November 1, 1962, was confirmed for the next regular Commission meeting date, to start at 9:00 a.m., with delegations to be heard in the afternoon. A tentative date for the following meeting was set for Thursday, December 20, 1962.

The Commission considered a request from the City of Taft for construction of a storm sewer along the easterly right-of-way line of the Oregon Coast Highway in the northerly part of Taft. The purpose of the storm sewer, the Engineer said, is to remove drainage from an area that the City wishes to reclaim for building purposes. He estimated that the project will cost a total of \$6,000, of which the City has offered to contribute 25%. It was his recommendation that the project be approved and added to the current state construction program. The Commission approved the project and authorized the Secretary in behalf of the Commission to sign an agreement covering it.

Attention was given to a cooperative construction agreement with Coos County covering the Coquille River-Beaver Slough Section of FAS Route 677. The Engineer explained that this is a normal agreement in which the County and State provide their share to match Federal funds, and he recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission approved the minutes of the Commission meeting held on August 9, 1962.

The Engineer reported that within a short time widening of a section of the Mt. Hood Highway to four lanes between S. E. 82nd Avenue and S. E. 92nd Avenue, east of Portland, will be completed. When the project is completed it will be desirable to prohibit parking on each end of the project to provide for proper operation of the terminal intersections. He recommended that parking be prohibited on both sides of the Mt. Hood Highway between the east property line of S. E. 82nd Avenue and a point 300 feet east thereof, and between the west property line of S. E. 92nd Avenue and a point 300 feet west thereof. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "No Parking Resolution No. 243".

In construction of the Sherman Highway between Wasco and Moro, the Engineer stated that it was necessary to encroach upon the Union Pacific Railroad Company's right of way. An agreement has been prepared with the Railroad Company concerning the encroachments, for which the State agrees to pay the Railroad Company the sum of \$130. Following his favorable recommendation, the Commission approved the agreement.

The Engineer reported that trial runs with a truck and full trailer combination 60-feet in length have been made on the Coos River Secondary Highway between the old Enegren Ferry Landing at M.P. 3.84 and Marlowe Creek at M.P. 14.90. Logging operators wish to haul 8-foot logs loaded crosswise over this section. The vehicle combinations, he said, were able to negotiate the highway on their own side of the center line except at two locations. Widening at these locations, he said, will not be unduly expensive, and he recommended that the Commission reclassify this highway section from Group II to Group I when the widening work has been completed. Commissioner Fridley inquired if vehicles hauling other products could operate over the highway. The Engineer replied that they could, provided these vehicles could stay on their own side of the highway. The Commission approved the reclassification from Group II to Group I.

Opening of bids for highway construction projects, the Engineer stated, is scheduled for October 30, 1962, in the State Highway Building in Salem. He inquired if one or more of the Commissioners wish to attend. Commissioner Fridley said barring unforeseen circumstances he would attend the bid opening October 30.

Consideration was given to a supplemental throughway agreement with Dalles City on the Dalles City Section of the Columbia River Highway, Wasco County. This agreement, the Engineer stated, gives City consent to the Barge Way Road frontage road. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Chief Counsel brought up the matter of reimbursing the City of Portland for the cost of replacing in kind the apparatus room used by the Linnton Fire Station on the Sauvies Island Bridge-St. Johns Bridge Section of the Columbia River Highway. He estimated cost of replacement at

\$19,900, of which amount about \$3,000 is not expected to be reimbursable by the Bureau of Public Roads. To get a right of immediate entry so that construction can proceed, he recommended authority be granted for an expenditure of approximately \$19,900. Bids for the work, he stated, are to be received by the City of Portland. The Commission approved the expenditure.

The Commission signed deeds, agreements, and other papers or authorized the Secretary to sign in their behalf, as follows:

"Bargain and Sale Deed" to Josephine County for a parcel of land on the Wilderville-Grants Pass Section of the Redwood Highway in Josephine County.

"Bargain and Sale Deed" to C. M. Veal for a parcel of land on the Southern Pacific Overcrossing-Albany Section of the Interstate 5 Highway in Linn County.

"Quitclaim Deed" to S. A. Agnew for a parcel of land on the Gold Beach-Brookings Section of the Oregon Coast Highway in Curry County.

"Right of Way Easement" to Pacific Power and Light Company covering conveyance of 3.5 acres of land on the Linn County Line-Judkins Point Section of the Pacific Highway in Lane County.

"Bargain and Sale Deed" to Faydrex, Inc., for a parcel of land on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

"Bargain and Sale Deed" to Earl and Hallie Scherer for a parcel of land on the Crooked Creek-Williamson River Section of The Dalles-California Highway in Klamath County.

"Bargain and Sale Deed" to C. A. Hassler and Nada Hassler for a parcel of land on the Polk Station-Dallas Section of Kings Valley Highway in Polk County.

"Bargain and Sale Deed" to Loyd D. and Dorothy Hembree for a parcel of land on Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

"Quitclaim Deed" to J. C. Hagenah and Marian Hagenah, et al, for a parcel of land on the 82nd Avenue-92nd Avenue Section of the Mt. Hood Highway in Multnomah County.

"Ground Lease" from Oregon Electric Railway Company for a parcel of land on the Gillespie Corners-County Line Section of the Territorial Highway in Lane County.

"Indenture of Access" to the Joseph and Arlene L. Harland property on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County.

"Indenture of Access" to the Isaac I. and Wilma R. Trevillian property on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County.

"Indenture of Access" to the F. S. and Lora McCulloch property on the East Unit, Post Camp Creek Section of the Paulina Highway in Crook County.

"Indenture of Access" to the Marshall C. and Hulda P. Glos property on the Sandy-Firwood Unit, Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County.

"Indenture of Access" to the Charles H. and Esther W. Skinner property on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" to the Eldon C. and Violet H. Ward, Sr., and Eldon C. and Maryann Ward, Jr., for a parcel of land on the Eightmile Creek-Dufur Section of The Dalles-California Highway in Wasco County.

"Indenture of Access" to the Donald Perry Graves and Helen E. Graves for a parcel of land on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County.

"Relinquishment of Title" to Josephine County to a parcel of land on the California State Line-Cave Junction Section of the Redwood Highway in Josephine County.

"Grant of Access" to Cecil R. and Gladys Lake and Everett A. and Mildred B. Lake to a parcel of land on the Stayton-Stout Creek Unit, Salem-Stout Creek Section of the North Santiam Highway in Marion County.

"Indenture of Access" to the Dwight and Nellie Mae Culver property on the Bridge-Tanner Creek Section of the Coos Bay-Roseburg Highway in Coos County.

"Request" of Superior Oil Company that parties execute a memorandum of the lease approved by Commission on August 9, 1962, to be used for recording purposes.

"Agreement" with the U. S. Bureau of Reclamation covering the crossing of the Interstate Highway west of The Dalles by a power line and a sewer line.

"Agreement" with the Union Pacific Company covering construction of the section of the Sherman Highway between Wasco and Moro involving encroachments on the Company's right of way.

"Agreement" with the Union Pacific Company covering the overcrossings of the Company's track at Encina and Pleasant Valley and longitudinal easements within this section.

"Throughway Agreement" with Clackamas County covering the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County.

"Agreement" with Multnomah County Drainage District No. 1 covering permission to discharge drainage waters into their canal and provide for highway department paying an annual service cost in connection with drainage project on Sandy Boulevard and Northeast Portland Highways in Parkrose.

"Agreement" with City of Taft covering construction of a storm sewer along the easterly right of way line of the Oregon Coast Highway in the northerly portion of that city.

"Abandonment Agreement" with Crook County covering the Post-Paulina Section of the Paulina Secondary Highway in Crook County.

"Cooperative Construction Agreement" with Coos County covering the Coquille River-Beaver Slough Section of FAS 677 in Coos County.

"Supplemental Throughway Agreement" with the City of The Dalles covering construction of a frontage road along the northerly side of the throughway from intersection with Barge Way Road easterly to the westerly property line of the Port of The Dalles.

"Consent to Vacation" to the City of Portland covering the vacation of a portion of S. W. Gaines Street and Pennoyer Street on the Barbur Boulevard-Front Avenue Section of Pacific Highway West in Multnomah County.

"Consent to Assignment" of the rights and obligations of Pilot Rock Lumber Company to Georgia-Pacific Pine Mills Company held under Permit Agreement Nos. 341 and 1344.

"Agreement" with Pacific Power and Light Company to provide electrical power to the Robert W. Sawyer State Park near Bend, Oregon.

"Agreement" with City of Eugene covering illumination work at the Judkins Point Interchange Section of Pacific Highway (Interstate 5) in Eugene.

"Agreement" with Northern Pacific Railroad Company granting easements for the construction of the West City Limits-St. Johns Bridge Section of the Columbia River Highway in Portland.

There being no further business to consider, Chairman Jackson declared the meeting adjourned at 9:30 p.m.

Robert Cooper
State Highway Engineer

Floyd Query
Secretary

September 20, 1962

Glenn L. Jackson
Chairman

Kenneth Fridley
Commissioner
David B. Simpson
Commissioner

Newport, Oregon
November 1, 1962

The Oregon State Highway Commission met in regular session at 10:00 a.m., in the Circuit Court Room of the Lincoln County Courthouse. Present were:

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Harold Schick, State Parks Superintendent
Dennis D. Clarke, Director, Travel Information Division
Ralph G. Sipprell, Legislative Liaison Officer
H. Si Cox, County and City Relations Engineer
Carl Plog, Information Officer
C. W. Head, Assistant Secretary
Frances Patrick, Stenographer
Floyd Query, Secretary

Commissioner David B. Simpson was excused as he was out of the State at the time.

The Right of Way Engineer presented for consideration options, pages 1 through 33, secured for acquisition of real property needed for State Highway use or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned thereon by adopting a resolution relative thereto, marked "Right of Way Resolution", dated November 1, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations and Report of Offers".

The Property Manager's report covering sales and transfer of property and rentals for September and October was presented by the Right of Way Engineer. Sales of miscellaneous property since the last Commission meeting, he stated, have totaled \$980. Rental receipts totaled \$9,974.94 for September and \$9,303.90 for October. The Commission accepted the report.

Four "Indentures of Access" were presented by the Right of Way Engineer. These "Indentures", he stated, provide for changes in location of existing points of access for the safety of the traveling public and the convenience of the property owners. The Commission approved the following "Indentures of Access":

November 1, 1962

- (1) Tweedy property, File No. 20172, on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County, involving change in location of one point of access and the lifting of the use restriction under provisions of the Highway Commission's Resolution of June 29, 1962.
- (2) Humble Oil Company property, File No. 33875, on the Bellows Street-Madrone Street Section of the Roseburg-Melrose-Umpqua County Road in Douglas County, involving change of location in two points of access.
- (3) Chatwin-Freyer property, File No. 33246, on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County, concerning change in location of one point of access, unrestricted as to use.
- (4) Weik-Rapp property, File Nos. 22808 and 22809, on the Beaverton-Reedville Unit, Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County, concerning change in location of two points of access, unrestricted as to use.

Attention was given to a right of way easement to Tillamook County for extension of the Netarts-Sandlake County Road through Cape Lookout State Park. The Right of Way Engineer stated that the easement provides that the County is to be allowed to remove only such trees and other growth as may be necessary for construction of the roadway. Following his favorable recommendation, the Commission approved the easement.

Authority was requested by the Right of Way Engineer to advertise for public sale properties which have been declared excess for present or anticipated future needs. Minimum consideration for each property is based upon appraised value or upon an offer which exceeds appraised value. Access provisions are consistent with departmental policy as practiced in each area and all of the proposed sales have been cleared through the Engineering Division. The Commission authorized public sale of the following properties and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Real Property Resolution Nos. 378 and 379":

- (1) 1.04 acres, File No. 25089, on the North Jefferson Junction-Albany Section of the Pacific Highway in Linn County, for not less than \$6,200. Access is to be allowed to a frontage road and to Adah and Eleanor Avenues. No access is to be allowed to the Pacific Highway and the deed will contain a sign restriction clause. (See "Real Property Resolution No. 378").

- (2) 0.48 acre, File No. 21112, on the Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County, for not less than \$2,500. A fifty-year old frame house in poor condition is on the property and included in the sale. No access is to be allowed to the Central Oregon Highway. (See "Real Property Resolution No. 379").
- (3) 5.6 acres, File No. 19825, on the Washburn-North Plains Section of the Wilson River Highway in Washington County, for not less than \$560. No access is to be allowed to the Wilson River Highway and the sale is subject to notice that livestock will not be permitted to cross the Wilson River Highway in this vicinity.
- (4) 3.56 acres, File No. Q-143, on the Lancaster-Vale Section of the John Day Highway in Malheur County, for not less than \$200. No restrictions are to be imposed.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Condemnation Resolution Nos. 1701 through 1711."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" for October 30, 1962, in the Secretary's Office under the heading, "Right of Way Resolutions, Condemnations, and Report of Offers").

A written report of cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He offered some comments on the cases, particularly the Harry Benson case on the Fremont-North Russell Street Section in the city of Portland, in which the trial ended with a hung jury. Such an ending, he stated, has not occurred in the last ten years. The Commission accepted the report, which is summarized as follows:

(Tabulation on the next page)

REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-4071 Walter Bordenkircher, et al.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$ 7,150.00	\$19,000.00	\$ 9,000.00
L-4164 Ted Gress, et ux.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$ 7,550.00	None	\$ 7,550.00
L-4067 Ray A. Littlepage, et ux.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$ 9,500.00	\$22,500.00	\$13,500.00
L-3801 Carl Christensen, et ux.	Douglas	Oakland-Shady	Pine Street-Stephens Street Couplet	\$ 620.00	\$ 4,900.00	\$ 2,250.00
L-4032 William J. Easter, et ux.	Jackson	Medford-Provolt	Jacksonville Hill-Jacksonville	\$ 100.00	\$ 800.00	\$ 900.00
L-4015 Arthur Harry Goode, et al.	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	\$ 3,360.00	None	\$ 2,950.00
L-3852 Ernest M. Pellkofer, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	\$26,000.00	\$75,000.00	\$40,500.00
L-3663 Zane D. Church, et al.	Lincoln	Oregon Coast	Neskowin-Salmon River	\$ 3,870.00	\$22,477.00	\$11,500.00
L-3871 Harry Benson, et al.	Multnomah	Pacific	Fremont-North Russell Street	\$ 4,950.00	\$ 8,500.00	None (Hung Jury)
L-4133 River Terminals, et al.	Sherman	Columbia River	Biggs-Rufus	\$ 100.00	None	None

November 1, 1962

REPORT OF TRIAL OF OTHER CASES

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>
L-4060 United Pacific Insurance Company	State Highway Commission, et al.	Marion	Plaintiff Surety Company sought Decree directing final payment on State Highway Contract No. 5935	Plaintiff Surety Company sought Decree directing final payment on State Highway Contract No. 5935

Verdict: Order directing State Highway Commission to make final payment under Contract No. 5935, in the amount of \$12,516.94 to Clerk of Court to be held for further determination of the Court.

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-3895 Ralph A. Carter, et al.	Hood River	Columbia River	Viento-Hood River	\$ 25.00	\$ 4,500.00	\$ 750.00
L-3925 Ralph Hannon, et ux.	Multnomah	Columbia River	Sauvies Island Bridge-St. Johns Bridge	\$6,000.00	\$12,210.00	\$6,500.00

(For additional details, see the Chief Counsel's letter, dated October 26, 1962, entitled "Report of Cases Tried", and his letter dated October 31, 1962, entitled "Supplemental Report of Cases Tried", in the General Files in the Commission's Office in Salem.)

The Chief Counsel also presented a written report on cases which have been settled out of court since the last Commission meeting. He pointed out that the proposed settlements are based on careful appraisals which, in some instances, have been revised due to changed conditions. In the case of Harold Barnett on the Athena-Blue Mountain Station Section, he recommended the settlement because of previous adverse jury decisions in which awards had been made from 50% to 100% above appraised value, and the Barnett case would be tried before the same jury. Based on his favorable recommendation, the Commission approved settlement of the condemnation cases which are summarized as follows:

(Tabulation on the next page)

November 1, 1962

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3705 V. L. Quackenbush, et ux.	Jackson	Pacific	Seven Oaks- Neil Creek	\$ 1,245.00 original taking	\$ 2,100.00
(Revised taking includes 0.29 acres for right of way; 1.62 acres easement for channel change plus \$140 interest. Original taking 0.29 acres and 1.20 acres.)					
L-3520 Charles W. Ketcham, et al.	Washington	Tualatin Valley	Hillsboro- Reedville	\$ 160.00	\$ 350.00
L-3722 Gordon E. Brown, et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$31,500.00 (1961)	\$52,000.00 *
R-32353 Mercada Babani (Brown)	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$13,000.00 (1961)	
* Approval of Bureau of Public Roads obtained October 12, 1962. Revised appraisals obtained in 1962 as one property in the amount of \$50,000 considering present market value.					
L-3861 Harold Barnett, et ux.	Umatilla	Oregon- Washington	Athena-Blue Mountain Station	\$15,320.00	\$20,000.00
L-4043 Howard A. Bishop, et ux.	Jackson	Crater Lake	Cascade Gorge- Forest Boundary	\$ 850.00	\$ 1,200.00
L-4041 Lewis B. Rogers, et ux.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	\$ 50.00	\$ 250.00
L-4107 Bernard Brown, et ux.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$26,500.00	\$27,500.00
L-4135 Raymond M. Downing, et ux.	Hood River	Mt. Hood	Fikes Corner- Hood River	\$16,195.00	\$18,000.00
(Review appraisal \$17,500)					

November 1, 1962

REPORT OF CONDEMNATION CASES SETTLED - CONT.

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4159 George W. Butler, et al.	Lane	Eugene- Springfield	Mohawk Road- McKenzie Hwy.	\$ 450.00	\$ 600.00
L-4136 Duane W. Griffith, et al.	Lincoln	Oregon Coast	Otis Junction Interchange	\$ 625.00	\$ 850.00
(Settlement provides for one point of access unrestricted as to use.)					
L-4182 David R. Friedman, et ux.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$13,190.00	\$ 14,000.00
R-33780 Portland Federal Savings & Loan Assoc., and John Jaeger, et ux.	Multnomah	Sunset	Highlands Inter- change-Stadium Freeway	\$36,000.00	\$ 37,000.00
R-34128 Walthia N. Moore	Multnomah	Stadium Freeway	Sunset Inter- change-Marquam Bridge	\$16,000.00	\$ 16,000.00
R-34155 Zia Corporation	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$83,000.00	\$ 85,500.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3887 Jesse W. Hall	Multnomah	Columbia River	Sauvies Island Bridge-St. Johns Bridge	\$ 3,750.00	\$ 4,250.00
(Taking included 5,560 sq. ft. whereas appraisals were on assumption of 5,000 sq. ft. Appraisers allowed \$.75 per sq. ft.)					
L-3986 Richard T. Snow, et al. (Linfield College)	Yamhill	Three Mile	Salmon River Junction-East McMinnville Junction	\$ 275.00	\$ 1,000.00
(Settlement based on revised appraisal giving consideration to a change in grade of road in front of this property from 2½ to 5 ft.)					

November 1, 1962

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED - CONT.

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4137 Emma Tambling, et vir.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	\$10,500.00	\$11,000.00
L-4004 Myron Martin, et al.	Lincoln	Oregon Coast	South Newport State Park	\$ 75.00	\$ 600.00
(Sales subsequent to original appraisal in this subdivision indicate a market for these lots at figures in excess of first appraisal. Subject lot itself apparently sold for \$495.)					
L-4033 Alvin Athanas, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	\$ 760.00	\$ 1,300.00
(Additional appraisal for \$1,200 received after original offer and filing of complaint.)					
L-4155 George L. Shoaf, et ux.	Josephine	Redwood	Wilderville-Grants Pass	\$ 195.00	\$ 406.00
(Settlement requires owner to construct cattle guard at an estimated cost of \$375 with State paying \$175 of cost.)					
L-3982 Norris L. Rogers, et al.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	\$ 8,300.00	\$14,000.00
(Subsequent to offer an additional appraisal was obtained at \$13,150. Other two appraisers revised in line. An allowance for a loss of crops, in amount of \$1,000, had to be made.)					
L-4169 Myron H. Monroe, et al.	Curry	Oregon Coast	Gold Beach-Cape Sebastian	\$ 100.00	\$ 600.00
(This settlement can be justified by verdicts in prior cases in Curry County. Such as Benner (L-3497) property located within $\frac{1}{2}$ mile. The State's evidence was \$550 with a verdict of \$1,450.)					
L-4064 Clarence R. Post, et ux.	Lincoln	Oregon Coast	South Newport State Park	\$ 290.00	\$ 1,500.00
(The original appraisal was based on acreage values. Subsequent appraisals were \$1,500 and \$2,370 based on subdivision sales in area.)					

November 1, 1962

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED - CONT.

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4167 Roy Curtis, et ux.	Yamhill	Pacific West	Rex Hill-Newberg	\$ 1,250.00	\$ 3,800.00
with continued access to highway without access to highway					
(Offer made on basis of continued access between remaining property and highway. Settlement made on basis of complete restriction of access between remaining property and highway.)					
L-4148 Charles Thomas Ruthrauff, et al.	Multnomah	Pacific West	Hamilton Street-Slavin Road	\$ 1,500.00	\$ 1,500.00
L-4089 H. C. Compton	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$ 3,235.00	\$10,250.00
(Revised appraisals and settlement predicated on no "farm crossing" thus leaving 57 acres landlocked. Bureau of Public Roads agrees to elimination of farm crossing.)					
L-4057 Seburn C. Simmons, et al.	Multnomah	Pacific	North Portland-Harbor-North Russell Street	\$15,000.00	\$16,250.00
L-3579 Joseph Lester, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	\$ 2,100.00	\$ 2,750.00
(Offer made on value of land and damage to remainder. Substantial difference in grade between new highway and remaining land.)					

(For additional details, see the Chief Counsel's letter dated October 26, 1962, entitled "Report of Cases Settled", and his letter dated October 31, 1962, entitled "Supplemental Report of Cases Settled", in the General Files in the Commission's Office, in Salem.)

The Commission considered and confirmed the Chief Counsel's report on offers made to property owners for acquisition of property prior to the commencement of condemnation proceedings. The following offers, he said, are based upon careful appraisals and have been approved orally by at least one of the Commissioners prior to this meeting.

(List of offers on following page)

November 1, 1962

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY

R-34321 - James Funtalas, et al. Parcel No. 1: 2.1 acres for right of way purposes; Parcel No. 2: 0.21 acre for permanent easement; Parcel No. 3: 0.05 acre for permanent easement. Offer of \$1,825.00 approved by Mr. Simpson, October 1, 1962.

FLORAS LAKE STATE PARK

R-34258 - H. H. Hansen, et al. 90.54 acres for park purposes. Offer of \$4,500.00 approved by Mr. Jackson, September 20, 1962.

R-34259 - Iva Cox, et vir. 20.94 acres for park purposes. Offer of \$2,150.00 approved by Mr. Jackson, September 20, 1962.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32363 - Jean H. Leveton, et vir. 2,345 square feet for right of way purposes. Offer of \$21,500.00 approved by Mr. Simpson, September 20, 1962.

R-32397 - Alvina Patterson, et al. 2,500 square feet for right of way purposes. Offer of \$4,500.00 approved by Mr. Simpson, October 5, 1962.

R-32400 - Helen Phillips, et vir. 2,750 square feet for right of way purposes. Offer of \$9,000.00 approved by Mr. Simpson, October 12, 1962.

R-32830 - Isaac Saffron, et al. 200 square feet for right of way purposes. Offer of \$400.00 approved by Mr. Simpson, October 24, 1962.

R-33971 - Charles Gilman, et al. 3,800 square feet for right of way purposes. Offer of \$5,035.00 approved by Mr. Simpson, October 12, 1962.

R-34071 - Elizabeth Traversa, et vir. 4,770 square feet for right of way purposes. Offer of \$29,500.00 approved by Mr. Simpson, October 4, 1962.

R-34073 - Rose Donin, et vir. 3,144 square feet for right of way purposes. Offer of \$12,200.00 approved by Mr. Simpson, October 11, 1962.

R-34117 - Ben Medofsky, et ux. 2,600 square feet for right of way purposes. Offer of \$18,000.00 approved by Mr. Simpson, September 20, 1962.

R-34133 - Julia Asmar, et al. 4,375 square feet for right of way purposes. Offer of \$23,000.00 approved by Mr. Simpson, October 5, 1962.

R-34151 - Bruce T. Powell, et al. 1,830 square feet for right of way purposes. Offer of \$13,400.00 approved by Mr. Simpson, October 23, 1962.

R-34197 - Rachel Cordova, et vir. 165 square feet for right of way purposes. Offer of \$250.00 approved by Mr. Simpson, October 26, 1962.

November 1, 1962

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY - Cont.

R-34204 - Nathan Richenstein, et ux. 2,277 square feet for right of way purposes. Offer of \$11,400.00 approved by Mr. Simpson, October 17, 1962.

R-34692 - Samuel K. Bergman, et al. 5,000 square feet for right of way purposes. Offer of \$52,500.00 approved by Mr. Simpson, October 4, 1962.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33324 - David Weiner, et al. 11,000 square feet for right of way purposes. Offer of \$10,000.00 approved by Mr. Simpson, September 20, 1962.

R-33378 - Thomas Lekas, et al. 3,225 square feet for right of way purposes. Offer of \$6,450.00 approved by Mr. Simpson, September 24, 1962.

R-33772 - Emily S. Jessup, et al. 2,346 square feet for right of way purposes. Offer of \$5,700.00 approved by Mr. Simpson, September 24, 1962.

R-33773 - Josephine Olson, et al. 2,489 square feet for right of way purposes. Offer of \$6,500.00 approved by Mr. Simpson, September 20, 1962.

R-33780 - Portland Federal Savings and Loan Association of Portland, et al. 5,000 square feet for right of way purposes. Offer of \$36,000.00 approved by Mr. Simpson, October 4, 1962.

HILL CREEK-OXMAN SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-29119 - Verdell S. Kirby, et al. Parcel No. 1: 38.0 acres for right of way purposes; Parcel No. 2: 2.5 acres for right of way purposes; Parcel No. 3: 0.9 acre for right of way purposes; Parcel No. 4: 0.46 acre for permit of entry. Offer of \$2,900.00 approved by Mr. Fridley, October 4, 1962.

R-29120 - Ralph F. Pearce, et ux. Parcel No. 1: 11.0 acres for right of way purposes; Parcel No. 2: 33.0 acres for right of way purposes; Parcel No. 3: 20.0 acres for right of way purposes; Parcel No. 4: 66.7 acres for right of way purposes; Parcel No. 5: 1.8 acres for right of way purposes; Parcel No. 6: 2.2 acres for temporary easement; Parcel No. 7: 1.87 acres for temporary easement; Parcel No. 8: 0.6 acre for permanent easement; Parcel No. 9: 1.9 acres for temporary easement. Offer of \$29,400.00 approved by Mr. Fridley, October 1, 1962.

ISLAND CITY-JANSON ROAD SECTION OF THE WALLOWA LAKE HIGHWAY

R-34403 - Emma L. Van Blokland, et al. Parcel No. 1: 0.9 acre for right of way purposes; Parcel No. 2: 0.35 acre for permanent easement. Offer of \$375.00 approved by Mr. Fridley, October 3, 1962.

November 1, 1962

ISLAND CITY-JANSON ROAD SECTION OF THE WALLOWA LAKE HIGHWAY - CONT.

R-34404 - Clifford Van Blokland, et ux. Parcel No. 1: 0.85 acre for right of way purposes; Parcel No. 2: 0.90 acre for permanent easement. Offer of \$525.00 approved by Mr. Fridley, October 10, 1962.

REX HILL-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST

R-34021 - W. M. Hays, et al. 3.5 acres for right of way purposes. Offer of \$2,600.00 approved by Mr. Simpson, September 20, 1962.

MOHAWK ROAD-MCKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30688 - Hilbert Chase, et ux. 0.79 acre for right of way purposes. Offer of \$2,160.00 approved by Mr. Jackson, October 18, 1962.

R-30730 - Richard H. Long, et al. 5,334 square feet for right of way purposes. Offer of \$2,000.00 approved by Mr. Jackson, October 24, 1962.

MYRTLE POINT-BRIDGE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-34571 - Robert D. Ocheltree, et ux. 5.0 acres for right of way purposes. Offer of \$350.00 approved by Mr. Jackson, October 23, 1962.

RICE HILL-NORTH OAKLAND JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-34645 - Andrew Stambuck, et al. 1.20 acres for right of way purposes. Offer of \$350.00 approved by Mr. Jackson, October 2, 1962.

WASCO-MORO SECTION OF THE SHERMAN HIGHWAY

R-34716 - Larry A. Tomlin, et al. 0.5 acre for right of way purposes. Offer of \$275.00 approved by Mr. Fridley, October 2, 1962.

WEST UNIT, FOREST BOUNDARY-KLAMATH COUNTY LINE SECTION OF THE LAKE OF THE WOODS HIGHWAY

R-34783 - Lester N. Bradshaw, et ux. 2.6 acres for right of way purposes. Offer of \$300.00 approved by Mr. Jackson, October 4, 1962.

R-34784 - Dorothy Moran, et al. 0.08 acre for permanent easement. Offer of \$50.00 approved by Mr. Jackson, September 20, 1962.

A report was presented by the Chief Counsel concerning orders received from the Public Utility Commissioner regarding railroad crossing matters in which the State Highway Commission has been a party. The Commission accepted the report, which is summarized as follows:

(Report on the following page)

November 1, 1962

PUX 461: Oregon Trunk Junction Overcrossing of OWR & N, Union Pacific Railroad Company, lessee. This order amends Order No. 38364, issued June 1, 1962, to construct the Oregon Trunk Junction Overcrossing on the Columbia River Highway in Wasco County. The Order sets forth the exact footage and location of inner guardrails to be installed on Bent No. 5.

PUX 470: Grade Crossing of Southern Pacific Company tracks on a county road in Jackson County. The application by the County was denied as being too hazardous.

PUX 477: Weyerhaeuser Company crossing of Lake of the Woods Highway with a private logging road in Klamath County. The order as issued allows the applicant to construct the crossing at grade at its sole expense and provides also for certain maintenance items by the applicant.

The Chief Counsel made an oral report on property damage claims against others for the three-month period beginning July 1, 1962, and ending September 30, 1962. He pointed out that during this period \$9,720.89 had been collected. Claims totaling \$66,331.50 are pending, one of which is in the amount of \$39,774.83. The Commission accepted the report.

In the case of Gannaway vs. Gannaway, the Chief Counsel stated that legal action had been filed in the Jackson County Circuit Court. This action involves division of proceeds from the sale of a parcel of property between Bennie Louise Gannaway and her former husband, Thomas Garland Gannaway. The reason for including the State Highway Commission, he said, is not clear, but necessary steps are being taken to protect the interests of the State. He also mentioned the case of E. Earl McCracken vs. Kuckenberg Construction Company, Inc., and the State of Oregon on the Pacific Highway Freeway Section in Southwest Portland. The plaintiff alleges that lateral support had been removed from his property during highway construction, and as a result, his property had settled, causing damage in the amount of \$5,000.00. Mr. McCracken previously presented the claim directly to the Highway Department, but it was rejected as it was felt that any damage suffered was a result of delay by the contractor in constructing the retaining wall required by the construction plans. The Commission accepted the report.

Attention was given to a claim which had been made by the State against Arden Farms Company for damage to a guardrail in the amount of \$222.30, at M.P. 19.10 on the Columbia River Highway in Multnomah County. The Chief Counsel reported that in pressing the claim, it had become evident that it would be difficult to prove complete liability by Arden Farms Company. An offer has been made to settle the claim for \$111.15, half the original amount. It was his recommendation that the compromise settlement be accepted. The Commission approved his recommendation.

The Commission considered a lease to Wesley G. Bruer, granting to him the right to recover oil, gas and sulphur products beneath the surface of the ground on 61 acres of highway right of way and 261 acres of excess land owned by the State Highway Commission near the Pacific Highway in Lane

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County. Terms of the lease, the Chief Counsel said, are the same as those required of other lessees for recovery of oil, gas and sulphur products. No drilling is to be permitted upon the highway right of way. Following his favorable recommendation, the Commission approved the lease. In discussing terms of the lease, Chairman Jackson inquired if the red tape required in securing a lease has been reduced to the minimum. The Chief Counsel replied that terms of the lease are only those which are required by law and which are necessary for protection of the State. In this particular case he pointed out that there had been complications because of the lessee's desire to furnish an annual bond which will have to be renewed each year. He also commented that holders of gas and oil leases must report at least once a year to Mr. Hollis M. Dole, Director of the Department of Geology and Mineral Industries.

Consideration was given to a request made by Mr. Joseph Comella that the State pay him \$44 63 to replace a windshield which he claimed was broken because of the negligence of a State Highway employee in operating a State vehicle on the Warm Springs Highway near Madras in Jefferson County. The Chief Counsel stated that the State Insurance carrier had claimed that there was no evidence of negligence by the State Highway employee, so they had refused to pay. The accident, he continued, was caused when the driver of the State Highway vehicle passed Mr. Comella on the wrong side and a rock was thrown from the State vehicle into Mr. Comella's windshield. The Chief Counsel recommended that the claim be paid under ORS 366.430. Chairman Jackson inquired if payment of this claim would set a precedent in the settlement of future claims and possibly jeopardize payment of similar claims by the Insurance Company. The Chief Counsel replied that in his opinion, payment of this claim would have no effect on future claims. The Commission approved the payment.

The Engineer reported that the Bureau of Land Management had authorized Lake County to transfer 160 acres of land to the State as a part of Fort Rock State Park in Lake County. He recommended that the Commission accept the property for park purposes. The Commission accepted the property and instructed the Secretary to write a letter of thanks to the Lake County Court.

An amendment to Master Agreement No. 2055 with Central Lincoln People's Utility District was considered. The Engineer explained that the amendment provides for an additional delivery of electrical power to the Devil's Elbow State Park in Lane County. The annual minimum charge for this additional point of power delivery, he said, is \$120.00. Following his favorable recommendation, the Commission approved the amendment and authorized the Secretary to sign it in behalf of the Commission.

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The Commission considered acquisition of additional land for the development of three State parks. The Engineer commented that additional land is needed in order to develop the parks properly and he recommended that authority be granted to negotiate for acquisition as follows:

- (1) Loeb State Park in Curry County. 40 acres to provide access to the Chetco River and to protect the present access road to the existing State park.
- (2) William M. Tugman Park at Eel Lake in Coos County. Three parcels of property containing 20.3 acres to provide space for overnight camping facilities.
- (3) Bullard Beach State Park in Coos County. 125.1 acres owned by Moore Mill and Lumber Company which lies between two parcels of land being acquired by the Bureau of Land Management. If the land is acquired, it will provide a continuous park along the ocean for approximately two miles.

The Engineer said that it is planned to negotiate for the properties and to present options to the Commission later. The Commission granted authority to negotiate.

The Engineer reported that two bids were received September 25, 1962, for the Slavin Road slide correction project on the Pacific Highway in Portland. One was received from Abrams Construction Company in the amount of \$108,979.00, and the other from Kuckenberg Construction Company, Inc., in the amount of \$115,658.00. Estimated cost of the project, he said, is \$84,465.00 and he recommended that both bids be rejected as being too high. The Bureau of Public Roads has concurred in this recommendation. The Commission approved rejection of the bids and authorized the Engineer to perform the work on a force account basis with State crews if approved by the Bureau of Public Roads.

The placement of temporary construction speed zones for the protection of the traveling public through sections of highways under construction was reported by the Engineer. The Commission confirmed his action on the following temporary speed zones:

- (1) 35 miles per hour on the Columbia River Highway between M.P. 108.00 and M.P. 118.00 in Sherman and Gilliam Counties, effective 8:00 a.m., September 19, 1962.
- (2) 35 miles per hour on the Pacific Highway West between M.P. 39.10 and 39.35 near McMinnville, in Yamhill County, effective 8:00 a.m., September 20, 1962.

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An increase in the amount of \$78,604.06 or 6.74% above the project authorization on Contract No. 5832, Clackamas Overcrossing-Park Place Section grading and paving project on the Cascade Highway in Clackamas County was requested by the Engineer. He mentioned causes of the overrun as being due to the signing being performed as a part of the project; increase in the cost of utility adjustments particularly refusal of Clackamas Water District to move its lines at its own expense; an overrun in base rock because of slightly higher weight of the rock; and delay in the project because of a strike in 1961, thus requiring greater engineering cost. The Commission approved the increase.

An increase in the amount of \$119,985 or 8.84% above the project authorization on Contract No. 6023 for grading, paving, and structures on the Harper Junction-Burrell Section of Central Oregon Highway in Malheur County was also requested by the Engineer. Major causes of the overrun were stated as additional crushed rock needed as a leveling course over the old pavement, and the need for additional water in compaction of the road bed because of the extremely dry weather. The Commission approved the increase.

The Commission considered a letter from the Nyssa Chamber of Commerce requesting a preliminary survey on the Sucker Creek Malheur County road from Highway Route 201 to the ION Highway near the Malloy Ranch. The Engineer recalled that this matter had been previously considered and was also discussed at the luncheon in Ontario sponsored by the Malheur County Court while the Commission was on its inspection trip during September. He recommended that a letter be directed to the Nyssa Chamber of Commerce stating that the road is a County road, not on the State Highway System and that the State Highway Department does not make surveys on roads not on the State Highway System. The Commission approved his recommendation and Chairman Jackson added that it also be called to their attention that the request had been given considerable previous consideration.

The Engineer reported that test runs had been made on several sections of State Highways to determine if certain types and combinations of vehicles could operate over these sections without encroaching upon the opposing traffic lane. It was found that certain types of vehicles could operate on their own side of the highway and he requested that changes in classification which have been made be confirmed as follows:

- (1) Mapleton-Eugene Highway, No. 220, from its junction with the Siuslaw Highway at Mapleton to Penn Road at M.P. 20.54 from Group 2 to Group 1 status, effective October 2, 1962.
- (2) Coos River Highway, No. 241, from M.P. 3.85 to M.P. 7.23 from Group 1 Highway to Special Group 1 to allow hauling with truck-tractor and semi-trailer combinations having overall length of 55 feet, effective October 2, 1962.

- (3) Rogue River Loop Highway, No. 260, from Grants Pass westerly to M.P. 7.1, from Group 2 Highway to Group 1, effective October 18, 1962.
- (4) Clear Lake-Belknap Springs Highway, No. 215, to a Group 1, Special Group 1, and 40-foot semi-trailer (Dromedary) Route over the entire highway, effective October 22, 1962.
- (5) Canby-Marquam Highway, No. 170, from Special Group 1 to 40-foot semi-trailer (Dromedary) Route, effective October 23, 1962.
- (6) Woodburn-Estacada Highway, No. 161, between Pacific Highway 99E and Molalla to a 40-foot semi-trailer (Dromedary) Route, effective October 23, 1962.

Confirmation of telephonic approval was requested by the Engineer for a cooperative project with the City of Portland to modernize the signal system on East Burnside and N. E. Sandy Boulevard between 12th and 82nd Avenues. The Engineer mentioned that because of the age of this signal system, maintenance is becoming increasingly difficult particularly in securing repair parts for the obsolete signals. He estimated cost of the project at \$75,000, with the City of Portland to pay one-half and furnish all of the maintenance and power to operate the signals. The Commission confirmed the project and authorized the Secretary to sign an agreement in behalf of the Commission.

The Commission considered a written report made by the Engineer concerning his recommendations for a program of city street work in cities having a population of less than 5,000. Money for this work in the amount of \$250,000 annually is set aside under a law known as the Special City Street Fund to take care of damage caused by unusual traffic conditions or by sudden increases in population. Each year cities are asked to submit projects. This year 53 requests were received. After very careful screening, 11 projects, he stated, have been selected which will absorb available funds. He recommended that the Commission approve the following Special City Allotment Projects:

City	Division	Estimated Cost		
		State	City	Total
(1) Central Point	III	\$ 18,800	\$ ---	\$ 18,800
(2) Drain	III	20,000	10,000	30,000
(3) Eastside	III	18,000	---	18,000
(4) Estacada	I	20,000	2,000	22,000
(5) Gresham	I	20,000	39,000	59,000
(6) Hermiston	V	20,000	13,800	33,800

(Continued on next page)

(Cont. from previous page)

	City	Division	Estimated Cost		
			State	City	Total
(7)	Independence	II	\$ 20,000	\$ 9,800	\$ 29,800
(8)	Newberg	I	20,000	11,000	31,000
(9)	Philomath	II	20,000	5,000	25,000
(10)	Stanfield	V	16,000	--	16,000
(11)	Sutherlin	III	20,000	4,300	24,300
			\$212,800	\$94,900	\$307,700

Chairman Jackson inquired as to the Engineer's estimate of what the accumulated needs of cities in this class might be. The Engineer replied that, roughly, he felt the total would be at least \$2,600,000. The Commission approved the projects, and authorized the Secretary to sign agreements pertaining thereto.

Confirmation of prior Commission approval of the 1963-65 biennial budget was requested by the Engineer. He recalled that during the highway inspection trip in September, the Commission had requested an explanation of the carry-over of funds at the close of the current biennium and that this explanation be shown in the budget narrative. This has been done. The Commission confirmed approval of the budget.

The Engineer presented for the Commission's consideration 10 requests for extensions of time within which to complete state highway contracts. He outlined for the Commission pertinent facts pertaining in each instance and made his recommendation as to action to be taken. After considering the Engineer's report and other available information, the Commission took action as follows:

- (1) Selmar A. Hutchins, Contract No. 6141, for grading on the Salmon Creek Section, FAS Rte. 806 (Rock Creek Road) in Coos County, requested an increase from 40 to 65 days within which to complete the contract without assessment of liquidated damages. The Commission approved the request.
- (2) Erland and Blickle Company, Contract No. 5937, for grading and paving on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, requested an extension of time from 125 to 170 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request. A letter from the Bureau of Public Roads was presented concurring in this action.
- (3) Peter Kiewit Sons' Company, Contract No. 5756, for grading, rock toe embankment and detour structures on the N. Page Street-S.E. Main Street Unit, East

Bank Freeway (Pacific Highway) in Portland, requested an increase from 160 to 187 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request after considering a letter from the Bureau of Public Roads concurring in the action.

- (4) Barney B. Helser Rock Production, Contract No. 6049, for rock production on the Umatilla County Line-Elgin Section of the Weston-Elgin Highway in Union County, requested an increase from 65 to 135 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request.
- (5) C. H. Savage Company, Contract No. 6084, for maintenance painting on the Willamette River Bridge on the Corvallis-Lebanon Highway in Benton and Linn Counties and the Alsea River Bridge in Lincoln County, requested an increase from 40 to 55 workdays within which to complete the contract, without assessment of liquidated damages. The Commission approved an extension of 8 workdays without assessment of liquidated damages.
- (6) Woodward & Son & Barklow, Inc., Contract No. 6081, for grading, paving and structure on the Michigan Avenue-Grand Avenue Section of the Coquille-Bandon Highway in Coos County, requested an extension of time from 60 to 80 workdays within which to complete the contract, without assessment of liquidated damages. The Commission approved an extension of 5 workdays without assessment of liquidated damages.
- (7) Peter Kiewit Sons' Company, Contract No. 6146, for grading and paving on the Central Point-Ross Lane Section of FAS Route 274, Jackson County, requested an increase from 55 to 72 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 15 workdays without assessment of liquidated damages.
- (8) Barney Helser Rock Production, Contract No. 6036, for rock production on the Ashland-California State Line Section of the Pacific Highway in Jackson County, requested an increase from 60 to 117 workdays within which to complete the contract, without assessment of liquidated damages. The Commission approved an increase of 27 workdays without assessment of liquidated damages.

- (9) Barney Helser Rock Production, Contract No. 5940, for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highway in Jackson and Douglas Counties requested an increase from 60 to 150 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request.
- (10) Vernie Jarl, Contract No. 5829, for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County requested an increase from 120 to 153 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the increase without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the extension.

In discussing extensions of time Chairman Jackson inquired if workdays are recorded daily. The Engineer replied that they are and that a report of workdays charged is made to the contractor each week. Chairman Jackson called attention to construction south of Eugene in which the same contractor has been awarded more than one contract. He inquired if contractor B, who has a contract for grading a section, and the same contractor B also has a contract for paving this section, if paving contractor B would be excused from completing the paving within the specified time limit because grading contractor B has not completed the grading within the limitations of the grading contract. The Engineer replied that in his opinion this particular situation has been taken care of by specifying a calendar completion date. Commissioner Fridley asked if strikes and acts of God would be considered in extending time on a contract. The Engineer replied that they would. Concerning the contracts south of Eugene mentioned by the Chairman the Engineer stated that because of the contractor's delay it will mean that the section cannot be completed until sometime in 1963. However, there is a possibility a portion of the section maybe opened this year. He also mentioned that the contractor involved in this section is working diligently toward completion. It was his opinion that use of the calendar completion date would prevent recurrence of a similar situation.

The Engineer reported that Contract Nos. 5696, 5714, 5718, 5764, 5788, 5903, 5940, 5946, 5955, 5959, 5993, 6013, 6024, 6048, 6056, 6061, 6080, 6084, 6088, 6102, 6105, 6106, 6117, 6126, 6127, 6157, and 6167 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission or have been accepted by letter by the Commission since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Contracts Completed Resolution No. 116".

The Commission considered a report made by the Engineer concerning measures taken to reduce the accident rate on the Cascade Secondary Highway from the Lake Road intersection near the south city limits of Portland to the northerly limits of Oregon City. This section, he said, is a 4-lane highway constructed basically as an expressway and the accident rate at grade intersections has been high. To reduce the accident rate, the installation of traffic lights has been undertaken at these intersections and as an additional safety measure he recommended that a 50-mile-per-hour speed zone be established from the Lake Road intersection near the south city limits of Portland to the northerly limits of Oregon City. The Commission approved the recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Speed Zone Resolution No. 381".

Confirmation for construction of a frontage road to service the Pointer property on the south side of the Sunset Highway westerly from Sylvan in Washington County was requested by the Engineer. He explained that in 1947 when right of way had been purchased from the Pointers, one of the terms of the right of way settlement obligated the State to construct a frontage road when such construction was necessary. The Pointers have now requested that the frontage road be constructed or that they be granted direct access to the Sunset Highway. Because of the increase of traffic on the Sunset Highway it was his opinion that it will probably be necessary to convert the highway to a freeway status in the not too distant future, thereby eliminating all direct access. He recalled that verbal permission was secured from Commissioner Simpson to construct approximately 1,300 feet of frontage road at an estimated cost of \$17,000. The Commission confirmed construction of the frontage road.

The Engineer recommended that the Commission reappoint Mr. Cecil W. Head as Assistant Secretary to the Highway Commission for a 4-year term beginning November 1, 1962. The Commission approved the appointment as recommended and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Appointment Resolution No. 21-a".

An agreement with the Union Pacific Railroad Company covering The Dalles Bypass Section of the Columbia River Highway in Wasco County was presented by the Engineer. He recalled that this agreement had been discussed with the Commission at the August 9 meeting, at which time tentative approval had been given, subject to final clearance with the Bureau of Public Roads. The project has now been programmed by the Bureau of Public Roads, and he recommended that the Commission formally approve the agreement. The Commission approved the agreement.

Attention was given to an agreement with the Great Northern Railway Company covering transfer of property and easements for a grade crossing of the company's tracks near the South Interchange on The Dalles-California Highway in Klamath Falls. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

A throughway agreement with Multnomah County covering the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Multnomah County was presented by the Engineer. It is planned to call bids for construction of this project in the near future. The agreement is the usual type, he said, which outlines things to be done by the State and the County including the closing of county roads and reconstruction of county road connections to the section to be constructed. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented for the Commission's consideration, a supplemental agreement with the Union Pacific Railroad Company concerning a haul road across the railroad company's tracks near Columbia Boulevard on the Minnesota Freeway Section of the Pacific Highway in the city of Portland. This agreement, he said, is necessary in construction of the highway project. Based on his favorable recommendation, the Commission approved the supplemental agreement.

Numerous requests, the Engineer stated, have been received from the Medford area in Jackson County to designate the old Pacific Highway between the Seven Oaks Interchange and the South Ashland Interchange as the Rogue Valley Highway. The Jackson County Court and the cities of Central Point, Medford, Phoenix, Talent and Ashland have approved this designation. The Commission approved the designation of the section as the Rogue Valley Highway, State Primary No. 63, and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Primary Highway Designation Resolution No. 36".

A Commercial Power Contract with Wasco Electric Cooperative, Inc., to provide power service to the Memaloose Safety Rest Area near the community of Rowena on the Columbia River Highway in Wasco County was presented by the Engineer. He explained that it is planned to call for bids for construction of this rest area in the near future and a source of electrical energy will be needed. The agreement provides for payment of regular commercial rates for power used with an annual minimum charge of \$400.00. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered, and based on the Engineer's favorable recommendation, approved an agreement with the Union Pacific Railroad Company and Sherman County, covering relocation of the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County.

The Commission also considered an agreement with Washington County for improvement of the Intersection of Clark Hill County Road with the Farmington Secondary Highway No. 142. The Engineer explained that the old intersection is unsafe and to correct it involved realignment of a portion of the Clark Hill Road. The cost to the State, he said, is estimated at \$1055.00, the amount necessary to correct the entrance hazard to the Farmington Highway. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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An agreement with the Green Sanitary District, Roseburg, allowing them to use a box culvert underpass on the Deady-Shady Section of the Pacific Highway in Douglas County was discussed. In the construction of the Roseburg Bypass, the Engineer explained, a 13' x 12' box culvert had been constructed, the use of which was restricted to the owner of the adjoining property. The Sanitary District has now located a suitable site for disposal facilities on property originally served by the culvert. He recommended that a permit agreement be granted to the Sanitary District, allowing them to use the box culvert on a revocable basis but giving the District no claim to property rights in this location. The procedure, he added, has been approved by the Bureau of Public Roads. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered a letter written by the Hon. Harris A. Higgins, Hood River County Judge, calling attention to a hazardous parking situation on the Hood River Secondary Highway in the community of Parkdale. The Engineer said that an investigation had revealed a somewhat dangerous condition in that angle parking has been permitted, and cars backing out have proved to be a hazard to traffic on the highway. He recommended that parallel parking only be permitted on both sides of the highway, between M.P. 16.74 and M.P. 16.91. The Commission approved the recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem, Oregon, as "Parallel Parking Resolution No. 11".

The date for the next regular Commission meeting was set for December 20, 1962. A tentative date for the following meeting was set for January 31, 1963.

Bids for highway construction projects are to be received on November 20, 1962, and award of the contracts is to be made the same date. Commissioner Fridley volunteered to attend the bid opening. Chairman Jackson and Commissioner Simpson plan to be present for the award of contracts.

The Commission approved the minutes of the meeting held in Burns on September 20, 1962.

A Pipe Line Crossing Agreement with the Union Pacific Railroad Company concerning installation of a drainage sewer serving the Parkrose area, east of Portland in Multnomah County, was presented by the Engineer. The Engineer stated that the agreement provides for carrying the Northeast Portland Highway drainage sewer under the tracks of the Union Pacific Railroad Company. Following his favorable recommendation, the Commission approved the agreement.

An agreement with Spokane, Portland and Seattle Railway Company and the Northern Pacific Railway Company concerning construction of the Portland City Limits-St. Johns Bridge Section of the Lower Columbia River Highway in the city of Portland was considered. This agreement, the Engineer explained, supplements a previous easement granted by the Northern Pacific Railway Company covering encroachments upon railroad property. The proposed agreement is necessary for highway construction in this area, and he recommended that it be approved. The Commission approved the agreement.

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An agreement with Multnomah County covering construction of a storm sewer in Parkrose, partly on the N. E. Portland Secondary Highway and partly on the Sandy Boulevard Highway, was discussed. Under the terms of the agreement, the County is to deposit with the State the sum of \$57,000, which represents the estimated cost of constructing an outfall to the County storm-drain system. The State is to contract the project and pay the total cost thereof. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A throughway agreement with Yamhill County in connection with highway construction on the Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County was considered. The Engineer commented that this is a routine type of agreement needed for the closure of certain county roads intersecting the state highway, and providing for the moving of public utilities. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to a supplemental agreement with the U. S. Bureau of Reclamation to coordinate construction by that organization with work on The Dalles Bypass Section of the Columbia River Highway in Wasco County. The Engineer stated that the highway construction work is to be contracted by the State and the supplementary agreement, which pertains to a previous agreement dated May 25, 1962, calls for a cooperative effort on the part of the State and the Bureau of Reclamation to conduct their operations so as not to damage the other, and also provides for a right of way easement from the Bureau of Reclamation for the Bargeway frontage road. It was his recommendation that the agreement be approved. The Commission accepted his recommendation.

The Commission discussed with the Engineer bids received in Salem on October 30, 1962. He mentioned the number of bids received for each project, the Engineer's estimated cost and his recommendation as to award or rejection on each project. At 11:30 a.m., the Commission awarded contracts as follows; and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON OCTOBER 30, 1962

"Grading, paving and structure on the Hill Creek-Oxman Section of the Old Oregon Trail in Baker County. Federal-aid Interstate Highway Project No. I-80N-7(12)318. Ten bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$1,337,584.00.

"Traffic signal installation at intersection of Kings Road and Harrison Street in Benton County. City Project. Five bids were received. The Commission referred all bids to the City of Corvallis for award.

"Sunset Lake Bridge on the Sunset Beach County Road in Clatsop County. FAP No. S-497(1). Nine bids were received. The Commission elected to accept the low bid of Larson Construction Company, Astoria, in the sum of \$68,562.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of \$15,500.00 is deposited by the County.

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"Fort Stevens State Park Facilities in Clatsop County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Grimstad and Vanderveldt, Inc., Astoria, at \$72,979.00.

"Grading, surfacing and structures on the Coquille River-Beaver Slough Section of FAS Rte. 677 in Coos County. FAP No. S-330(2). Seven bids were received. The Commission elected to accept the low bid of Coos Bay Dredging Company, Coos Bay, in the sum of \$228,578.30 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Coos County is received and the sum of \$54,900.00 is deposited by the County.

"Taylor Bridge over Rock Creek in Gilliam County. FAP No. S-498(1). Six bids were received. The Commission elected to accept the low bid of B & M Construction, Inc., Portland, in the sum of \$24,010.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Gilliam County is received and the sum of \$5,400.00 is deposited by the County.

"Paving and signing on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(44)12. Three bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Medford, at \$1,863,965.90.

"Three structures on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County. FAP No. I-5-1(42)12. Six bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at \$280,245.25.

"Grading, paving, roadside improvement and signing on the Valley of the Rogue Park Interchange Section of the Pacific Highway in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(43)46. Three bids were received. The Commission awarded the contract to the low bidder, Southern Oregon Crushing Company, Medford, at \$126,815.40.

"Widening the Evans Creek Bridge on North River County Road in Jackson County. County Project. Four bids were received. The Commission referred all bids to Jackson County for award.

"Standard Latrine, Casey State Park, on Trail-Crater Lake Highway in Jackson County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Harley E. Lowe, Ashland, at \$10,247.00.

"Roadside improvement on the Judkins Point Interchange Section of Pacific and McKenzie Highways in Lane County. Federal-aid Interstate Highway Project No. I-5-4(49)193 and FAP No. U-161(29). Six bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz and Son, Portland, at \$50,362.06.

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"Judkins Point Interchange Illumination Installation on the Pacific Highway in Lane County. FAP No. I-5-4(50)193. Six bids were received. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at \$6,350.00.

"Structure, grading and paving on the Noti Bridge Section of the Mapleton-Eugene Highway in Lane County. FAP No. S-234(20). Five bids were received. The Commission awarded the contract to the low bidder, Hamilton and Thoms, Inc., Eugene, at \$58,390.00.

"Devils Elbow Slide Viaducts on the Oregon Coast Highway in Lane County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Orlando C. Bennard and Glenn Snook, Eugene, at \$154,925.00.

"Traffic Signal Installation at the intersection of E. Idaho Avenue and Second Street in Malheur County. State Project. Three bids were received. The Commission elected to accept the low bid of Madson and Stokes, Roseburg, in the sum of \$6,476.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Ontario is received and the sum of \$3,238.00 is deposited by the City of Ontario.

"Detroit Sand Shed in Marion County. State Project. Three bids were received. The Commission rejected all bids as being too high.

"Roadside improvement on the Lowell Street-S. W. 19th Avenue and Barbur Blvd. and S. W. 26th Avenue Units, Harbor Drive-Washington County Line Section of the Pacific and Pacific West Highways in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(33)298 and FAP No. F-203(8). Three bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz and Son, Portland, at \$70,862.54.

"Drainage improvement on the Parkrose Section of Sandy Boulevard and N. E. Portland Highways in Multnomah County. State Project. Eight bids were received. The Commission elected to accept the low bid of Schrader Construction Company, Inc., Portland, in the sum of \$130,505.00 and directed the State Highway Engineer to award the contract to said bidder as soon as deposit of \$57,000.00 is received from Multnomah County.

"Illumination installation on Grand Ave.-102nd Avenue Section of the Columbia River Highway (Banfield Expressway) in Multnomah County. FAP No. I-80N-1(21)00. This project was withdrawn from the letting.

"Baldock Freeway Sand Shed in Multnomah County. State Project. Two bids were received. The Commission rejected all bids as being too high.

"Grading on the Jackson Cr.-Cape Lookout Section of Netarts-Sand Lake County Road in Tillamook County. FAP No. S-432(3). Three bids were received. The Commission elected to accept the low bid of Grimstad and Vanderveldt, Inc., Astoria, in the sum of \$144,928.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Tillamook County is received and the sum of \$32,700.00 is deposited by the County.

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"Standard Utility Building in Cape Lookout State Park in Tillamook County. Two bids were received. The Commission awarded the contract to the low bidder, Lloyd G. Sperling, Tillamook, at \$20,426.00.

"Grading and structures on The Dalles Section of the Columbia River Highway in Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(27)81. Eight bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$3,931,459.00.

"East The Dalles U.P.R.R. Overcrossing in Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(30)84. Thirteen bids were received. The Commission awarded the contract to the low bidder, Teeples and Thatcher, Portland, at \$389,795.00.

"Grading and oiling on the Pointer Frontage Road Section of the Sunset Highway in Washington County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Gary Baker, Contractor, Hillsboro, at \$18,933.00.

The Engineer reported that during the wind storm of October 12 a considerable number of trees had been blown down in Honeyman and Umpqua Lighthouse State Parks. He requested, and the Commission granted, authority to secure an appraisal on the amount of down timber and to sell it at public sale.

The Engineer also reported that an estimated two million board feet of timber had been blown down in the wind storm on October 12 in Silver Falls State Park. He estimated the value of the timber blown down at \$40,000 and requested authority to sell it at public sale on a stumpage basis. The Commission approved the request.

The matter of people fishing from the Little Nestucca Bridge on the Oregon Coast Highway in Tillamook County was brought up by the Engineer. Hazards to the fishermen as well as to passing vehicles had been called to his attention by the Oretown Grange, Cloverdale. An investigation indicated the advisability of prohibiting fishing from the bridge and he so recommended. The Commission approved his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Miscellaneous Resolution No. 237".

Commissioner Fridley brought up a request made by the Port of Hood River that the state move the outfall from a drainage pump near the east Hood River Interchange on the Columbia River Highway so that it will not interfere with an industrial site in that vicinity. The Engineer recommended that the change be made at an estimated cost of \$5,000. The Commission approved the change.

The Chief Counsel requested and the Commission authorized public sale of 0.20 acre of land in a portion of vacated Franklin Street in the city of Eugene (Old Pacific Highway) File 16788. The land is no longer needed for highway purposes. The property has been appraised and a minimum price of \$14,350 has been established.

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The Commission signed or authorized the Secretary to sign the following papers:

"Indenture of Access" to the R. J. and Alta Edith Tweedy property on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" to the Humble Oil and Refining Company for a parcel of land on the Bellows St.-Madrona St. Section of the Roseburg-Melrose-Umpqua County Road in Douglas County.

"Indenture of Access" to the F. D. Freyer and Margaret Freyer and the S. Larry and Jean V. Chatwin property on the Siletz-Corvallis-Newport Highway Section of the Siletz Highway in Lincoln County.

"Indenture of Access" to the Oregon Merchandisers for a parcel of land on the Beaverton-Reedville Unit of the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County.

"Grant of Easement" to Tillamook County for extension of the Netarts-Sandlake County Road through Cape Lookout Park, Tillamook County.

"Oil, Gas & Sulphur Lease" with Wesley G. Bruer to recover oil, gas and sulphur beneath surface on 61 acres of highway right of way and 261 acres of excess lands owned by State Highway Commission.

"Agreement" with the Union Pacific Company covering construction on the Brewery Grade Overcrossing on The Dalles Bypass Section of the Columbia River Highway in Wasco County.

"Supplemental Agreement" with the OWRR & N Company, Union Pacific Company covering a haul road across the Railroad's tracks near Columbia Boulevard on the Minnesota Freeway.

"Agreement" with Union Pacific Railroad and Sherman County covering relocation of the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County.

"Pipeline Crossing Agreement" with Union Pacific Railroad Company covering installation of drainage sewer serving Parkrose area, easterly of Portland. Project involves carrying highway drainage sewer under tracks and right of way of Union Pacific Railroad Company.

"Agreement" with Spokane, Portland and Seattle Railway Company and Northern Pacific Railway Company covering construction of Portland City Limits-St. Johns Bridge Section of Lower Columbia River Highway in Portland.

"Supplemental Agreement" with U. S. Bureau of Reclamation relative to the Bureau's crossing of State relocated highway on The Dalles Bypass Section in Wasco County.

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"Bargain & Sale Deed" to Garden Hotels, Inc., for a parcel of land lying in Block 31, McMillen's Addition to East Portland in the city of Portland, situated in Section 34, Township 1 North, Range 1 East, W. M., Multnomah County.

"Bargain & Sale Deed" to J. W. Watts for a parcel of land on the Willamette River-Hayesville Section of the Pacific Highway in Marion County.

"Bargain and Sale Deed" to Assembly of God Church of Ashland for a parcel of land on the County Farm-Ashland Section of the Pacific Highway in Jackson County.

"Bargain and Sale Deed" to Raymond C. Gleason for a parcel of land on the Cottage Grove Section of the Pacific Highway in Lane County.

"Bargain and Sale Deed" to George F. Wingard for a parcel of land on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Ground Lease" with Lawrence B. and Eva Jennings covering lease of property on the Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County.

"Lease and Sale of Road Materials Agreement" with Arthur L. and Kathryn K. McGreer covering the lease of property on the Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties.

"Amendment Agreement No. 12" to "Master Agreement No. 2055" with Central Lincoln Peoples' Utility District to provide an additional point of power delivery in Devil's Elbow State Park, Lane County.

"Agreement" with Great Northern Railway Company covering transfer of property and easements for a grade crossing of the Company's tracks in the vicinity of the South Interchange in Klamath Falls (The Dalles-California Highway).

"Throughway Agreement" with Multnomah County covering the Anderson Road-Duncan Road Section of the Mt. Hood Highway, Multnomah County.

"Commercial Power Contract" with Wasco Electric Cooperative, Inc., for power service to Memaloose Safety Rest Area on Columbia River Highway in Wasco County.

"Agreement" with Washington County covering improvement of intersection of Clark Hill Road and Farmington Highway in Washington County.

"Permit Agreement" with Green Sanitary District, Roseburg, to permit them to use box culvert underpass on the Deady-Shady Section of Pacific Highway, Douglas County.

"Agreement" with Multnomah County covering construction of storm sewer in Parkrose, project partly on N. E. Portland Secondary Highway and partly on Sandy Blvd. Highway. This permits County to connect to sewer system at 102nd Avenue.

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"Throughway Agreement" with Yamhill County covering construction of the Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County.

The meeting was recessed at noon and reconvened at 1:30 p.m., in the same room with the same persons present.

A delegation representing the Benton, Linn and Lincoln County Courts came before the Commission concerning improvements to US Highway 20 from the Willamette Valley to Newport. The following persons were present: Tom McClellan, State Representative from Neotsu; Sid Knox, Lincoln County Commissioner, and Mike Miller, Lincoln County Judge, both from Newport; Ray Maddy, Linn County Judge from Albany; E. E. Larkin, Benton County Judge, and Walter Schmidt, Benton County Commissioner, from Corvallis; David S. Moffitt, Lincoln County Commissioner, Newport; and Herb Curry of the Highway 20 Association. Judge Miller introduced the other members of the delegation. Lincoln County Commissioner, David S. Moffitt, read a resolution signed by the members of the Benton, Linn, and Lincoln County Courts requesting that the State place the section of US Highway 20 from the eastern boundary of Linn County to Newport on a list of forthcoming projects to be improved as soon as possible. The resolution cited the priority of sections for improvement as follows:

- (1) The Coast Summit Section
- (2) The Gellatly Canyon Section
- (3) The Lebanon-Sweet Home Section

Mr. Tom McClellan, State Representative from Neotsu, endorsed the resolution and presented a written statement urging the Commission to reconstruct the Corvallis-Newport Highway from Toledo eastward to central valley points as a crash construction project at an estimated cost of 14½ million dollars. He also urged restoration of the lighthouse in Yaquina Bay State Park.

Mr. Herb Curry, representing the Highway 20 Association presented letters from the cities of Newport, Albany, Lebanon, Corvallis, Philomath and Toledo urging early improvement of US Highway 20 between Yaquina Bay and the Willamette Valley.

A delegation representing the Albany Junior and Senior Chambers of Commerce came before the Commission also urging the improvement of US Highway 20 from Newport into the Willamette Valley. The following persons were present from Albany: J. H. McClain, president of the Chamber of Commerce; S. T. French, retired jeweler; W. L. Fitzpatrick, Mayor; E. M. Crum, Highway 20 Association; Martin M. Steinmeyer, 3-Co.; H. Freitag, Highway 20 Association; Ray W. Anker, realtor; Harold O. Arnatt, supermarket; Chas. W. Lesch, retail jeweler; Wallace W. Bohning of the Title

and Trust Company Linn County; Herb Smith, realtor; Felix Hammack, Mgr., Western Kraft Corporation; Don Tarvin, Mgr., Montgomery Ward; Bob Banta, owner of Linton House; Curt Carver, sales representative Mayflower Farms; C. D. Spencer of I.M.T. Truck Lines; John A. Jem, dentist; Curt B. Sort, dentist; George N. Lichtenthaler of KLOO Radio; Clifford L. Nelson, salesman, Refractory Metals; Dan Ordeman, Albany Rotary; Roger H. Reid, attorney; Roy H. Collins, Mgr. U.S. National Bank; H. C. Eakin, Democrat-Herald; Francis Kaiser, veterinarian; and Walter Barklow, Coos County Commissioner of Coquille. Mr. J. H. McClain, president of the Albany Chamber of Commerce, read a letter urging that certain local situations be acted upon at once and other improvements be scheduled in sequence to provide better access from Newport to the eastern boundary of Linn County.

Mr. Ken Carter, Chairman of the Highway 20 Association Committee, presented a resolution adopted by the Albany Chamber of Commerce and letters from the Albany Chief of Police, the Independent Motor Transport Company, and the Chief of the Albany Fire Department, calling attention to the need for a second bridge across the Willamette River at Albany and the need for improving US Highway 20 westerly from Newport into the Willamette Valley. The resolution urged the Commission to improve US Highway 20 from the eastern boundary of Linn County to Lebanon on a priority list of highway improvement projects and to expedite improvement. The resolution requested the following improvements in order of importance:

- (1) Second bridge across the Willamette River at Albany.
- (2) Improvement of the highway between Albany and Corvallis.
- (3) Improvement of Lebanon-Sweet Home Section.
- (4) Improvement of the Coast Summit Section.
- (5) Improvement of the Gellatly Canyon Section.

Mr. Fitzpatrick, Mayor of Albany, also urged early improvement of Highway 20. Mr. Collier, representing the Albany Junior Chamber of Commerce, called attention to the large amount of vehicular traffic using the present bridge across the Willamette River at Albany and the need for another bridge. He also commented on the need for better access from the port of Newport to the Willamette Valley. Mr. McClain emphasized the great industrial potential in the Albany area which cannot be fully developed until Highway 20 is improved westerly. He mentioned that many freight trucks now go through Dallas rather than travel the present crooked highway between Albany and Newport.

Chairman Jackson commented that the Commission appreciates the need for improvement to this section of Highway 20, but their problem is lack of funds. In order to treat all sections of the state fairly, he pointed out that it is necessary that the Commission spread its funds as equitably as possible.

A delegation representing the US Highway 20 Association and Lincoln Area Redevelopment Committee appeared before the Commission to urge improvement of US20 from Yaquina Harbor (Newport) to the Willamette Valley. The following persons were present, all from Newport: Bob Cooper, Chairman, and Harry Clark, Secretary, Lincoln Area Redevelopment Committee; Ron Phillip and James Howes, Secretary, US Highway 20 Association; and Lee Wade, Yaquina Bay Dock & Dredge. Mr. Bob Cooper called attention to the fact that Lincoln County has been declared a depressed area, with a rate of unemployment up to 27 percent. The Lincoln Area Redevelopment Committee, he stated, has determined that in building up the economic health of the Lincoln County area the most important project is improvement of the westerly end of US20. He presented a pamphlet entitled "Provisional Overall Economic Development Program for Lincoln County, Oregon", prepared by the Lincoln Area Redevelopment Committee.

Mr. Phillip pointed out that the Lincoln County area has the highest rate of unemployment in the State. Improvement of highways in the Lincoln County area, he felt, was the number one need. He also commented on projects being undertaken for the development of the harbor in Yaquina Bay, including repair and extension of the jetty and deepening of the harbor from 20 feet to 30 feet. However, these improvements cannot be fully utilized unless highway facilities into this area are improved. In addition to harbor developments, he also mentioned new developments in the fishery industry, in the use of sawdust, the new hardwood mill, increased boating and fishing, and the development of oyster growing. Total utilization of all these economic assets, he said, is dependent upon improvement of US20. He asked the Commission to set up a five-year program for improvement of US20 from Newport into the Willamette Valley and left for the Commission's inspection a resolution adopted by the Lincoln County Agricultural Planning Committee urging the Commission to improve US20. Chairman Jackson commented that out of the approximately \$13,000,000 requested for aid for depressed areas, the State has secured only \$48,000 for a roadside project. However, there may be more funds forthcoming.

Captain Richard W. Shafer, Oceanography Department, Oregon State University, Corvallis; Mr. Tom Becker, Newport Committee Chairman on Oceanography; and Professor Martin P. Coopey, Civil Engineering Department of Oregon State University, Corvallis, appeared before the Commission concerning the development of oceanography as it pertains to the need for developing US20. Mr. Becker commented on the large amount of plankton in the water which serves as the basis of fish life in this area of the Pacific Ocean. He stated that large federal expenditures in the field of oceanography are expected in the near future in this area. Captain Shafer commented on plans that the Oceanography Department of Oregon State University has for development of an oceanography laboratory at Newport, including an item of \$800,000 in the Oceanography Department budget. He mentioned that oceanography laboratories and installations in other states have proved to be great tourist attractions. He submitted a "proposal" by Oregon State University for oceanography and fisheries laboratories at Newport. Improvement of US 20 between Corvallis and Newport is needed in order to provide adequate access to the oceanography installations.

Mr. William Stanley Ouderkirk, candidate for the State Legislature, Newport, emphasized the need for revitalizing industries in the Lincoln County area and the need for establishment of new industries. These objectives, he said, cannot be attained until better highway facilities are available, particularly between Newport and the Willamette Valley via US20.

The following persons interested in improving US20 were also present: William E. Papez, Mayor; Elmer R. Price; E. C. McElroy, Jr., Radio KTDO; Mary A. Baird; Violet Updike, Highway 20 Director; all from Toledo; Mr. and Mrs. Alan A. Luechawr from Depoe Bay; J. S. Todd; Mike Hanson, Mayor; Wm. M. Martin; Huldah Martin; F. E. Gilkey; John E. Schriener, Central Lincoln Peoples' Utility District; Tom Lashbaugh, Port of Newport; D. F. Jackson, State RAD Comm.; Chas. E. Scott, Real Estate Broker; Chas. Westfall, Newport Jaycees; William J. McKevitt, Treas. Oregon Coast Association, all from Newport; and R. H. Rohweder, U. S. Corps of Engr., Retired, from Agate Beach.

Chairman Jackson stated that in the last five years approximately \$7,500,000 was spent on US20, of which approximately \$3,300,000 was spent west of the Cascades. Current projects, he estimated, would bring this sum up to around \$9,600,000. Two projects have been scheduled for construction east of Lebanon in the Sweet Home-Cascadia Area, totalling approximately \$1,000,000. Concerning construction of an additional bridge in Albany over the Willamette River, he said that even if a new bridge was to be constructed there would still be the problem of traffic distribution, principally on the Albany end. It was his thought that adequate traffic controls might be installed at each end of the existing bridge to enable deferment of construction of a new bridge until more funds are available. In regard to the highway between Albany and Corvallis used as the route of US20, he stated that a project is scheduled for next year to reconstruct a considerable portion. Also improvements are contemplated in the Corvallis area. On that section of US20 between Newport and Corvallis (Corvallis-Newport Highway) he pointed out that to reconstruct this to modern standards would cost approximately \$17,000,000. To improve all State highways to acceptable standards is estimated to cost about \$450,000,000. He mentioned that in the years past and in current meetings of highway groups a great deal of consideration has been given to construction of highways by the issuance of bonds. Oregon has now issued or authorized since 1951 approximately \$124,600,000 in bonds. In addition to retiring the bonds themselves, he pointed out that the State will pay approximately \$34,000,000 in interest, for which not one foot of highway will be built. He emphasized the fact that payment of bond principal and interest must be taken off the top of the money available each year, leaving a considerably smaller sum which can be used to construct highway projects. It was his feeling that the State should not go beyond a certain point in borrowing against the future and if this point is exceeded the State will be in serious trouble. Oregon, he continued, attracts a great number of tourists each year. These tourists in Washington and California pay a sales tax on most of the items they purchase. In Washington the tourist pays 7.5 cents State gas tax, 6 cents in Oregon, and approximately the same in California. It was his thought that serious consideration should be given to secure additional revenues from the tourist traffic even though out-of-state traffic last year spent approximately \$217,000,000 in Oregon. For each one cent of State gasoline tax the State receives approximately \$4,500,000 per year after cities and counties have been paid their

share. Highway needs of the State, he felt, should be met only through the generation of more funds for highway construction, not by borrowing funds through issuance of bonds. The State, he continued, does not have \$17,000,000 to rebuild US20 between Newport and the Willamette Valley. Several sections on this highway are poor but others are not too bad, and the accident rate on the highway is one of the lowest in the State. The Commission, he said, proposes next year to spend \$1,000,000 on the highway between Corvallis and Newport to improve some of the worst sections. He pointed out that it is unfortunate that some of the more difficult sections on the highway between Newport and Corvallis can be solved only by relocating those sections. It was his feeling that by the careful use of funds and scheduling of projects within funds available, within a reasonable length of time a highway could be constructed between Corvallis and Newport which would be satisfactory. He mentioned a reconstructed section east of Toledo which was completed last year to modern standards. It is the Commission's hope, he stated, that by improving the worst sections first, the Commission could in ten years, barring unforeseen circumstances, have a road adequate to serve the traffic using it.

Chairman Jackson inquired if there were any others who wished to make comments or ask questions. Several in the audience did ask questions, including one inquiry if more money became available if greater expenditures could be made toward improving US Highway 20. Chairman Jackson repeated his previous statement that the Commission is planning to schedule the expenditure of one million dollars in 1963, and further expenditures as funds become available. Another gentleman inquired as to the feasibility of building a turnpike toll-type highway. Chairman Jackson replied that toll roads have been generally constructed in areas of very heavy traffic. It was his feeling that a toll-type highway would not be practical between Newport and the valley. Someone inquired as to more specific details on reconstruction of US 20 between Albany and Corvallis. Chairman Jackson replied that the work contemplated included widening and straightening and would take about three years to complete.

Another inquired as to why the Willamina-Salem Highway is being reconstructed westerly from Salem. The Engineer replied that the average daily traffic is 13,000 vehicles at West Salem and approximately 5,000 at Grand Ronde. The average daily traffic on the Corvallis-Newport Highway is near 1,000 vehicles per day.

Another gentleman commented that if Highway 20 people do not work for a bond issue, others may do so. Chairman Jackson replied that the issuance of bonds is a matter for the legislature to decide.

In reply to a comment from the audience that this person had been recently informed that there was no money available for improvement of Highway 20 westerly from Newport, Chairman Jackson replied that it is the Highway Department's practice not to make any promises concerning highway improvement before the money is allocated. Mr. Curry stated that he agreed with the Commission's philosophy as outlined by Chairman Jackson and stated that his group is interested in improvement of the Summit Section over the Coast Range as the number one project, improvement of the Blodgett Mountain Section as the number two project, and work on the Gellatly Canyon Section

as the number three project. Chairman Jackson commented that in the presentation made to the Commission this afternoon, there had been some variance in priority of the various sections. It was his feeling that in approaching the improvement of US Highway 20, the Commission should eliminate the worst sections first and improve the others as funds are available.

A gentleman in the group commented that Governor Hatfield's remarks had paralleled very closely statements made by Chairman Jackson.

A delegation representing the Tillamook County Court appeared before the Commission to request highway improvements in Tillamook County, particularly on the Oregon Coast Highway. The following persons were present: Senator Andrew Naterlin, State Senator, and Verne Ayers, Mgr. of the Oregon Coast Association, both from Newport; Paul A. Hanneman, President of the Chamber of Commerce of Pacific City; Judge Otto Effenberger, President of the Oregon Coast Association; Burford Wilkerson, Manager of the Tillamook County Chamber of Commerce; Wm. N. Vaughn of the Pacific City-Wood Chamber of Commerce, all of Tillamook. Judge Effenberger acted as spokesman and introduced the other members of the delegation. He expressed appreciation for the courtesies extended to the Tillamook County Court by the Commission and its staff over the past years. He also commented that, in his opinion, it is a good idea for the Commission to hold meetings in various parts of the State. Tillamook County, he continued, is particularly interested in the early opening of the reconstructed section around Cascade Head south of Neskowin, and in early reconstruction on the Oregon Coast Highway between Bay City and Garibaldi. Also, the County is interested in the status of the survey on the Oregon Coast Highway north of Neskowin. He urged the Commission to expedite highway construction in Tillamook County as much as possible as an aid to the economic health of the County.

Senator Andrew Naterlin commented that Tillamook County people feel that they are sitting by and watching while other areas get highway improvements. He urged the Commission to push as much as it could the early opening by the Bureau of Public Roads of the section south of Neskowin. Mr. Verne Ayers observed that the Oregon Coast Association was the prime instigator of the issuance of bonds and that they had also endorsed an increase in the gas tax. He felt that the organization might also support a sales tax. Chairman Jackson replied that the Commission does not wish to become involved in the sales tax issue, but more highway funds are needed if construction is to be undertaken at a more rapid pace. The Chairman handed to Judge Effenberger a chart showing expenditures on primary highways excluding interstate routes. He pointed out that the graph showed very clearly that greater expenditures had been made on the Oregon Coast Highway than on any other primary highway and expenditures on the Oregon Coast Highway have created pressure on the Commission from other areas for similar improvements. He pointed out that there may be bad reactions from areas which have not secured bond funds for highway improvements. He asked those present to consider that in their thinking and expressed the hope that they would make further contacts with the Highway Department in order that there might be better cooperation in planning highway developments.

The meeting was adjourned by Chairman Jackson at 3:45 p.m.

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

Kenneth N. Fridley
Commissioner

Floyd Query
Secretary

Commissioner Simpson absent
Commissioner

November 1, 1962

Salem, Oregon
November 20, 1962

The Oregon State Highway Commission met in regular session at 2:00 p.m., in Room 419 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Kenneth N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
Leonard I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Floyd Query, Secretary

The Right of Way Engineer presented for consideration options, pages 1 through 23, secured for acquisition of real property needed for state highway use or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto, marked "Right of Way Resolution", dated November 20, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Right of Way Resolutions, Condemnations and Report of Offers".

Two "Indentures of Access" were presented by the Right of Way Engineer. He mentioned that these "Indentures" involve changes in location of access for the convenience of the owners and for the safety of the traveling public. The Commission approved the following "Indentures":

- (1) Russell property, File No. 29557, on the Judkins Point-Goshen Section of the Pacific Highway, Lane County, involving change of location of one point of access 40 feet in width and unrestricted as to use.
- (2) Coos Bay Timber Company, File No. 31473 on the Powers Junction-Broadbent Section, of the Powers Highway in Coos County, involving change of location of one point of access 25 feet in width and unrestricted as to use.

Direct sale to Harry and David, an Oregon Corporation, of 0.75 acre of land on the Seven Oaks-Ashland Section, Pacific Highway in Jackson County, File Nos. 4762 and 29341, was discussed. The Right of Way Engineer explained that on June 27, 1961, an option had been secured from Harry and David with an obligation to convey to them 0.65 acres plus an easement to maintain a tide gate. At the request of Harry and David and with the

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approval of the highway engineers, he recommended that 0.75 acres and three easements be granted together with a "Consent" to extend the corporation's pipeline and easement through a dike acquired by the State from Maynard M. Stutzman and wife. The Commission approved the sale for the sum of \$1.00, the three easements and the "Consent" to another easement.

"Relinquishment of Title" to a triangular piece of land, containing approximately 1,210 square feet, to the City of Waldport on the Waldport Section of the Alsea Highway in Lincoln County, was presented by the Right of Way Engineer. This small piece of land, he stated, is not needed for highway purposes, and the City has agreed to accept jurisdiction over it, and to use it for public purposes only. The Commission approved the "Relinquishment of Title".

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put, and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price and in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office under "Condemnation Resolution Nos. 1712 through 1716".

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" dated November 19, 1962, in the Secretary's Office under the heading "Right of Way Resolutions, Condemnations, and Report of Offers".)

A resolution to eliminate the Sand Creek Secondary Highway No. 424 in Klamath County from the State Secondary Highway System was presented by the Chief Counsel. This highway, he recalled, was removed from the Federal Forest Highway System and placed on the United States Forest Service Development Road System on or about January 21, 1958. Klamath County has given its written consent to elimination of the Sand Creek Highway as a Secondary State Highway, and as the State Highway Commission is no longer responsible for its maintenance, he recommended that it be eliminated from the State Highway System. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Secondary Highway Designation Resolution No. 64".

The Chief Counsel recommended settlement of a condemnation case with Hector Frank Unger for a parcel of property in the South Newport Beach State Park area in Lincoln County. The State's highest appraisal on this property, he stated, was in the amount of \$2,000.00 and he recommended that the case be settled for that amount. The Commission approved the settlement.

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The Engineer reported that surveys had been completed for improvement or relocation of several sections of highways. These surveys, he said, have been given very careful engineering consideration in order to provide for the traveling public the most adequate facilities possible commensurate with cost and traffic needs. The Commission approved the following surveys and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office in Salem as "Survey Resolution Nos. 259, 260, 261, and 262".

- (1) Canby-Aurora Section of the Pacific Highway in Clackamas County ("Survey Resolution No. 259").
- (2) Rifle Club Road-Rock Creek Section of the Columbia River Highway in Clatsop County ("Survey Resolution No. 261").
- (3) Anlauf-Yoncalla Junction Section of the Pacific Highway in Douglas County ("Survey Resolution No. 260").
- (4) Elbow Point Section of the Coos Bay-Roseburg Highway in Coos County ("Survey Resolution No. 262").
- (5) Rock Creek Section of the Coos Bay-Roseburg Highway in Coos County ("Survey Resolution No. 262").

Authority was requested by the Engineer for increases in project authorizations as follows:

- (1) \$56,015 (8.8 per cent increase) on Contract No. 5967 on the Mapleton-Eugene Highway in Lane County. Major causes of the overrun he listed as being the need to secure riprap material from sources other than originally planned, and because of slow progress by the contractor another season will be required to complete the contract, thereby increasing the engineering costs.
- (2) \$94,043 (6.71 per cent) on Contract No. 5762 for paving and signing on the Pacific Highway (Baldock Freeway) in Multnomah County. Major causes of the overrun, he said, were the need for extensive slide control work, changes in signing to accommodate revised traffic patterns, and an engineering overrun caused by the project being held over for a year.
- (3) \$522,433 (24 per cent) on Contract No. 5999 on the Westport-Clatskanie Section of the Columbia River Highway in Columbia and Clatsop Counties. Principal cause of the overrun, the Engineer said,

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was due to construction difficulties encountered westerly from Clatskanie. It had been planned to move the railroad but it was found that the area is so swampy that relocation was not practical. The alternate solution was to cut into the hill to accommodate the highway which involved removal of much extra material and construction of a detour road. He pointed out that if the project were to be designed now with present knowledge the procedure would be similar and the total cost about the same.

The Commission authorized the increases as presented. Chairman Jackson inquired as to how negotiations are made with the contractor where unusual conditions such as those near Clatskanie are encountered. The Engineer replied that the extra quantities or additional work are determined on the basis of unit bid items as stated in the contract, on a force account basis, or on a cost plus basis depending on the work to be performed. He emphasized that all extra work required of the contractor is under constant supervision and negotiated prices are in line with reasonable cost.

The Commission considered requests made by contractors for increases in number of workdays within which to complete contracts without assessment of liquidated damages. The Engineer explained the conditions which prevailed in each instance and made his recommendation as to granting of the requests. After considering carefully the report and recommendation of the Engineer and other available information, the Commission took action as follows:

- (1) Don Greene Construction, Inc., Contract No. 6114, for grading and oiling on the Bear Creek and Wallowa-Whiskey Creek Section on FAS 468 and 487 in Wallowa County, requested an increase from 60 to 69 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 9 workdays without assessment of liquidated damages.
- (2) E. H. Itschner Company, Contract No. 5854, for paving on the John Day-Prairie City Section of the John Day Highway in Grant County, requested an increase from 100 to 140 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 5 workdays without assessment of liquidated damages.
- (3) Calkins Crushing Company and Burch Gravel Company, Contract No. 5988 for surfacing and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, requested

an increase from 80 to 132 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 26 workdays without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the increase.

The Engineer reported that Contract Nos. 5874, 6022, 6095, 6130, 6147, and 6166 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof, and said contracts have been accepted by letter by the Commission. After due consideration, the Commission confirmed acceptance of the contracts by adopting a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Completed Contracts Resolution No. 117".

The Engineer presented an abandonment agreement with Clackamas County and the City of Gladstone covering abandonment of portions of the Clackamas Overcrossing-Park Place Section of the Cascade Highway to Clackamas County and the City of Gladstone. Reconstruction of the highway has been completed from a point near Sunnyside Road at the northerly end, southerly to a point a short distance south of Gladstone. The agreement provides that upon completion of the new section of highway the old sections are to be abandoned to Clackamas County and to the City of Gladstone. Following his favorable recommendation, the Commission approved the abandonment agreement and authorized the Secretary to sign it in their behalf.

A resolution was presented by the Engineer covering abandonment of the old section of highway replaced by the Swalley Canal-Revere Avenue Section of The Dalles-California Highway in the City of Bend. The new highway section, he said, has been completed and certain portions of city streets over which the highway was previously routed are not now used as a part of the highway. The abandonment resolution, he added, has been preceded by an abandonment agreement in which the City agreed to take over a portion of East First Street from the northerly city limits of Bend to Revere Avenue, and Revere Avenue from East Third Street to East First Street when the new section is completed. The Commission approved the resolution, which by this reference is made a part hereof and filed in the Secretary's Office in Salem, as "Abandonment and Retention Resolution No. 377".

A pipeline crossing agreement with Union Pacific Railroad Company, covering installation of a drainage sewer through the railroad yards at Albina in Portland, was presented by the Engineer. This agreement, he commented, is necessary in highway construction on the East Bank-Fremont Interchange Section of the Minnesota Freeway (Pacific Highway) in Multnomah County. The Commission approved the agreement.

The Commission considered an agreement with the City of Rogue River covering lighting on the Depot Street undercrossing in Rogue River. The Engineer stated that this is the usual type of agreement in which the Highway Department installs the lighting and the City provides all maintenance and electrical energy. He estimated the cost at \$500 and recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A throughway agreement with Washington County covering improvements on the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County was discussed. The Engineer reported that the Highway Department has been acquiring right of way, with the idea of converting this section to a four-lane freeway and for construction of an interchange at 185th Avenue. Under terms of the agreement the County consents to the closure of 174th Avenue. Although construction in this area is not imminent, he recommended that the agreement be approved and that the Secretary be authorized to sign it in their behalf. The Commission accepted his recommendation.

The Commission considered an agreement with the City of Beaverton covering construction of a deceleration lane on the Tualatin Valley Highway at Cedar Street in the City of Beaverton. The Engineer explained that this lane will permit traffic proceeding westerly on the Tualatin Valley Highway to go north on Cedar Street without having to wait for the traffic signal, thereby reducing the congestion at this intersection. The project is necessary, he stated, because of very heavy traffic, particularly during rush hours. The City of Beaverton has agreed to pay one-half of the total estimated cost of \$2,300. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with the City of Portland covering illumination on the Grand Avenue-N. E. 102nd Avenue Section of the Columbia River Highway (Banfield Freeway) in Multnomah County. Under terms of the agreement, which has been approved by the City of Portland, the Engineer said, the State is to install and maintain the luminaire units at an estimated cost of \$150,000 and the City is to furnish electrical energy for their operation. The project is to be financed with Interstate funds. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer reported that he had made awards of contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions have been met and he requested the Commission to confirm his award of the following highway contracts:

- (1) Construction of Sunset Lake Bridge on Sunset Beach County Road, Clatsop County. Bids received October 30, 1962. Contract No. 6183 awarded November 2, 1962, to Larson Construction Company, Astoria, low bidder.

- (2) Grading, surfacing and structures on Coquille River-Beaver Slough Section of FAS Route 677, Coos County. Bids received October 30, 1962. Contract No. 6184 awarded November 2, 1962, to Coos Bay Dredging Company, Coos Bay, low bidder.
- (3) Construction of Taylor Bridge over Rock Creek, Gilliam County. Bids received October 30, 1962. Contract No. 6185 awarded November 7, 1962, to B & M Construction, Inc., Portland, low bidder.
- (4) Grading on the Jackson Creek-Cape Lookout Section of Netarts-Sand Lake County Road, Tillamook County. Bids received October 30, 1962. Contract No. 6186 awarded November 13, 1962, to Grimstad & Vanderveldt, Inc., Astoria, low bidder.
- (5) Traffic signal installation at intersection of East Idaho Avenue and Second Street, Malheur County. Bids received October 30, 1962. Contract No. 6187 awarded November 13, 1962, to Madson & Stokes, Roseburg, low bidder.
- (6) Drainage improvement on the Parkrose Section of Sandy Boulevard and N. E. Portland Highways, Multnomah County. Bids received October 30, 1962. Contract No. 6188 awarded November 19, 1962, to Schrader Construction Company, Inc., Portland, low bidder.

The Commission confirmed award of the contracts.

The Engineer presented a resolution designating as a throughway the Dufur-Gap Section of The Dalles-California Highway in Wasco County. Designation of this section as a throughway, he stated, is desired in order to facilitate arrangements with the County and the City of Dufur in reconstructing that portion of The Dalles-California Highway. Following his favorable recommendation, the Commission approved the resolution which by this reference is made a part hereof and filed in the Secretary's Office as "Throughways and Right of Access No. 18".

An agreement with the Southern Pacific Company covering improvement of the Willamina Grade Crossing of the Railroad Company's tracks on the Willamina-Sheridan Secondary Highway in Yamhill County was presented by the Engineer. This agreement is necessary, he explained, because of the contract for the bridge reconstruction at Willamina. Based on his favorable recommendation, the Commission approved the agreement.

The Engineer reported that Mr. G. S. Paxson, Deputy State Highway Engineer, plans to retire at the end of 1962. Because of his retirement, it will be necessary to appoint a successor as Deputy State Highway Engineer.

He recommended that Mr. R. L. Porter, presently holding the position of Assistant State Highway Engineer, be appointed as Deputy State Highway Engineer. The Commission appointed Mr. Porter as Deputy State Highway Engineer, effective January 1, 1963, and thereupon adopted a resolution relative thereto which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Appointment Resolution No. 26".

To replace Mr. Porter as Assistant State Highway Engineer, the Engineer recommended the appointment of Mr. Lloyd Shaw, Metropolitan Engineer in the Portland area. The Commission appointed Mr. Lloyd Shaw as Assistant State Highway Engineer, effective January 1, 1963, and thereupon adopted a resolution relative thereto which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Appointment Resolution No. 27".

The Engineer stated that it will be necessary to make additional appointments to fill the vacancies created because of Mr. Paxson's retirement. He mentioned the appointment of Mr. Fred B. Klaboe to replace Mr. Lloyd Shaw as Metropolitan Engineer; however, it is not necessary that the Commission take formal action on this and other appointments. Chairman Jackson commented that the Commission is sorry to lose Mr. Paxson as Deputy State Highway Engineer because in that position and in other positions he has held while employed by the State Highway Department, he has established a national reputation particularly in bridge construction. The Commission, he said, had a difficult decision to make in appointing the Deputy State Highway Engineer, and he hoped that all would understand that their decision was based on the long term view and that the added responsibilities and cares of the Deputy State Highway Engineer's position might prove more of a burden than a blessing to an older person.

The Engineer commented that he had hopes of being able to secure Mr. Paxson's services for short periods of time on some of the problems with which Mr. Paxson is particularly familiar. He also emphasized the great experience and knowledge that Mr. Paxson possesses in the design and construction of bridges and other structures.

The Commission discussed with the Engineer bids received at 9 a.m. this date. The Engineer explained each project, mentioning the estimated cost of the project, the number of bids received, the low bidder and his recommendation as to award. At 2:45 p.m., the Commission announced award of contracts as follows, and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON NOVEMBER 20, 1962

"Grading, oiling and aggregate production on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County. FAP No. F-29(15). Five bids were received. The Commission awarded the contract to the low bidder, S. A. Hutchins & Associates Construction Company, Sutherlin, at \$1,190,666.00.

"Structure, grading, paving and sign installation on the S. Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County. Federal-aid Project No. F-205(12). Five bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at \$759,813.45.

"Signing installation on Nevada Avenue (Klamath Falls) Section of The Dalles-California Highway in Klamath County. FAP No. F-205(13). Four bids were received. The Commission awarded the contract to the low bidder, Electrical Products Corporation of Oregon, Portland, at \$9,316.83.

"Grading on the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties. FAP No. F-156(15). Twelve bids were received. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at \$655,828.00.

"Grading, paving and signing on the W. City Limits-St. Johns Bridge (Portland) Section of Columbia River Highway in Multnomah County. FAP No. U-171(8). Five bids were received. The Commission awarded the contract to the low bidder, Lord Bros. Contractors, Inc., & Lord Bros. Contractors, Portland, at \$1,653,665.00.

"Grading, paving and structures on the Mud Hollow Road-Thornberry Section of Sherman Highway in Sherman County. FAP No. F-152(8). Four bids were received. The Commission awarded the contract to the low bidder, S. W. Groesbeck and W. R. Durbin Construction Company, Eugene, at \$844,812.50.

"Stone base and oiling on the N. Unit, Wapinitia-Simnasho Section of FAS Route 712 in Wasco County. FAP No. S-471(2). Eleven bids were received. The Commission elected to accept the low bid of Percy E. Jellum Contractor, Inc., Pendleton, in the sum of \$103,259.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Wasco County is received and the sum of \$23,300.00 is deposited by the County.

"Grading, paving and illumination on the Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County. FAP No. F-73(18). Three bids were received. The Commission awarded the contract to the low bidder, C. C. Meisel, McMinnville, at \$562,141.00.

In connection with the total of the low bids for this letting in comparison with the Engineer's estimated cost, Chairman Jackson inquired if an analysis would be made to determine the reason why the low bids exceeded the estimates by about 2%. Although the amount of the overrun is not large, he commented that in past bid openings, the low bids had always run under the estimates, and if the reverse trend continued it could cause substantial changes in the Commission's schedule and forecasts of projects to be let on the basis of available money. The Engineer replied that analysis of the bids is made in the regular course of events, regular reports are made, and that this bid letting would be carefully scrutinized.

An agreement with Champ Bond to plow snow on the Anthony Lakes Secondary Highway in Baker County was brought up by the Engineer. A winter sports area is located on the highway and there is considerable demand for use of this area. Adequate State-owned snow plowing equipment is not available in the area, and in order to keep the highway open for winter sports enthusiasts, he recommended that the agreement be entered into with Mr. Bond for him to plow snow on the highway so that it would be open on weekends. The Commission approved the agreement subject to certain changes which might be made by the Engineer.

The Commission signed or authorized the Secretary to sign the following papers, agreements, etc:

"Indenture of Access" to the Edna E. Wingard property on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Indenture of Access" to the Coos Bay Timber Company property on the Powers Junction-Broadbent Section of the Powers Highway in Coos County.

"Consent" and "Bargain & Sale Deed" to Harry and David covering direct sale of property on the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County.

"Relinquishment of Title" to City of Waldport for a parcel of land to be used for public purposes.

"Pipe Line Crossing Agreement" with Union Pacific Railroad Company covering installation of drainage sewer through railroad's yards at Albina in Portland.

"Bargain & Sale Deed" to W-Y Ranches, Inc., for a parcel of land on the Tygh Grade Summit-Butler Canyon Section of The Dalles-California Highway in Wasco County.

"Grant of Access" to the W. H. and Sarah Ellen Wyrick property on the McMullen Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

"Bargain & Sale Deed" to Pat W. Bowers Sr. and Bette A. Bowers for a parcel of land on the Grants Pass-Josephine County Line Section of the Old Pacific Highway in Josephine County.

"Bargain & Sale Deed" to Clatsop County for a parcel of land on the Seaside-Hug Point Section of the Oregon Coast Highway in Clatsop County.

"Indenture" with Southern Pacific Company covering improvement of a grade crossing of the Company's tracks in Willamina.

"Abandonment Agreement" with Clackamas County and City of Gladstone covering Clackamas Overcrossing-Park Place Section of Cascade Highway, Clackamas County.

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"Agreement" with City of Rogue River covering lighting on Depot Street Undercrossing in City.

"Throughway Agreement" with Washington County covering improvements on Cornelius Pass Road-Cornell Road Section of Sunset Highway in Washington County.

"Cooperative Construction Agreement" with City of Beaverton covering construction of deceleration lane at Tualatin Valley Highway and Cedar Street in the City.

"Agreement" with City of Portland covering illumination on Grand Avenue-N. E. 102nd Avenue Section of Columbia River Highway.

There being no further business to consider, Chairman Jackson declared the meeting adjourned at 3 p.m.

Robert Cooper
State Highway Engineer

Edmund Jackson
Chairman

W. H. Bradley
Commissioner

Floyd Query
Secretary

David B. Simpson
Commissioner

November 20, 1962

Medford, Oregon
December 20, 1962

The Oregon State Highway Commission met in regular session at 9:00 a.m., in the Conference Room of the Jackson County Courthouse Annex. Present at the Commission table were:

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
G. S. Paxson, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, Metropolitan Engineer
Victor D. Wolfe, Administrative Assistant
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Floyd Query, Secretary
C. W. Head, Assistant Secretary

Dennis D. Clarke, Director, Travel Information Division; Ralph B. Sipprell, Liaison Officer; H. S. Cox, County and City Relations Engineer; and Carl Plog, Information Officer were also present. The Bureau of Public Roads was represented by B. M. French, Regional Engineer from Portland, and A. W. Parsons, Division Engineer from Salem.

The Right of Way Engineer presented for consideration options, pages 1 through 41, secured for acquisition of real property needed for state highway use or for other purposes. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting a resolution relative thereto marked "Right of Way Resolution", dated December 20, 1962, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem.

The Property Manager's report covering sales of miscellaneous properties since the last Commission meeting and a rental report covering the month of November were submitted by the Right of Way Engineer. Rental receipts for November totaled \$11,522.07 and miscellaneous sales totaled \$8,150. The Commission accepted the report.

Six "Indentures of Access" were presented by the Right of Way Engineer, who explained that the "Indentures" provide only for routine changes in location of points of access for the safety of the traveling public and the convenience of the property owners. The Commission approved the following "Indentures of Access":

December 20, 1962

- (1) Fields property, File No. 25549, on the Firwood Creek-Cedar Creek Unit of the Sandy Forest Boundary Section of the Mt. Hood Highway in Clackamas County involving a change in location of one point of access unrestricted as to use. Under terms of the "Indenture" the owner of the property is to construct at her expense a deceleration lane and a widened approach. Lifting of use restriction will be made contingent upon satisfactory completion of this work.
- (2) Hutson property, File No. 33454, on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County, involving a change in location of one point of access unrestricted as to use.
- (3) Etters property, File No. 18373, on the Medford-Phoenix Section of Pacific Highway in Jackson County, involving a change in location and widening of one point of access from 16 to 40 feet, unrestricted as to use.
- (4) Bob property, File No. 30910, on the Otis Junction Interchange Section of the Oregon Coast Highway in Lincoln County, involving a change in location of one point of access unrestricted as to use.
- (5) Gonyea and Wingard property, File No. 27743, on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, involving a change of location of one point of access unrestricted as to use.
- (6) Sky View Memorial Park property, File No. 24217, on the Middle Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County involving a change of location, widening, and lifting of the use restriction under terms of "Throughways and Right of Access Resolution No. 4b". Owner of the property is to pay for constructing the necessary deceleration and acceleration lanes.

The Commission also considered an "Indenture of Access" granting to Coos County a right of access on the easterly side of the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County at Highway Engineer's Station 531+00 for the hauling of forest products and fire patrol. Based upon the Right of Way Engineer's favorable recommendation, the Commission approved the "Indenture of Access".

Attention was given to an agreement with Bonneville Power Administration covering state highway right of way across the BPA Cottage Grove-Drain transmission line on the Comstock-Anlauf Section of the Pacific Highway in Douglas County. The Right of Way Engineer commented that no prior authority had been granted to cross the Bonneville transmission line right of way which lies immediately south of the connection at Anlauf with the old Pacific Highway to Drain. The agreement meets requirements of the BPA and provisions of a blanket agreement previously entered into with the State and BPA. Following the Right of Way Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign the agreement in behalf of the Commission.

Public sale of 2,614 square feet of land, File No. 23352, on the Seaside Section of the Oregon Coast Highway in Clatsop County for not less than \$500 and without access to the Oregon Coast Highway was recommended by the Right of Way Engineer. This land, he stated, is no longer needed for highway purposes and the sale has been cleared through proper channels. The Commission authorized the public sale.

The Commission considered a request from David H. Sutherland for a partial release and a deed to approximately 15% of the property sold under contract to him by the State Highway Commission on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, File No. 24559. The Right of Way Engineer explained that Mr. Sutherland still owes \$3,972.72 out of the original price of \$6,500. He is willing to pay immediately the sum of \$1,500 in exchange for the deed and the partial release so that he may sell a portion of the property to a third party. Following the Right of Way Engineer's favorable recommendation, the Commission approved the release and a deed for a portion of the property as recommended.

Direct sales of two parcels of property were recommended by the Right of Way Engineer as follows:

- (1) 1.0 acre, File No. 11673, on the Coffin Butte-Camp Adair Section of the Pacific Highway West in Benton and Polk Counties to Consumers Power, Inc., of Corvallis, for the sum of \$500. The property price, he stated, has been determined by careful appraisal, and because of the location of the land it is not feasible to offer it for public sale.
- (2) 1.36 acre, File Nos. 28603 and 23713, on the Grants Pass-Hayes Hill Section of the Redwood Highway in Josephine County to Josephine County for the sum of \$250. This land, he stated, is a part of an abandoned railroad grade, the sale is to be subject to a public use clause, and no access is to be allowed to the Redwood Highway. Price of the property has been determined by careful appraisal.

The Commission approved both sales.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price, and, in the event of disagreement, to proceed to acquire such properties by condemnation. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted resolutions relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Condemnation Resolution Nos. 1717 through 1730."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" for December 20, 1962, in the Secretary's Office.)

In discussing options presented, particularly those from the City of Portland, Chairman Jackson inquired if the State can legally participate in paying the moving costs for persons whose property has been acquired for right of way purposes. The Chief Counsel replied that there is a restriction in the law passed several years ago which does not permit payment for moving costs. The Chairman then inquired if there is any evidence that persons who are required to move have urgent need for the Department's help. The Chief Counsel replied that in his opinion private industry is able to adequately handle the needs of those persons who are displaced. In connection with Portland right of way transactions, the Right of Way Engineer mentioned that an advisory office had been set up in Portland by the Highway Department recently to assist people in this regard. Advice has been given as inquiries were made but not many inquiries have been received. The Chief Counsel also mentioned that in the acquisition of over 600 properties on the Minnesota Freeway only one inquiry had been made for assistance. The Chairman commented that his inquiry had been made as a result of a recent hearing held in Portland in which unfair implications had been made against the highway department.

A written report covering cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. The Commission accepted the report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-4125 John W. Weaver, et al.	Coos	Coos Bay-Roseburg	Myrtle Point-Powers Junction	\$10,400.00	\$15,000.00	\$18,500.00
L-4131 Alvin Eri, et ux.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	4,300.00	9,000.00	6,000.00

(Continued on next page)

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(Report of Condemnation Cases Tried - Cont.)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-4124 Lenora Eri, et vir.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$ 3,950.00	None	\$ 7,000.00
L-4073 Everett Harold Landis, et ux.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	7,226.00	\$16,000.00	\$ 8,750.00
L-3927 Arthur Clare Bickford, et al.	Hood River	Mt. Hood	Fikes Corner-Hood River	600.00	15,290.00	\$10,300.00
L-3580 Dolph E. Phipps, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	6,300.00	22,000.00	22,500.00
L-3981 Genevieve A. Lamb, et al.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	26,600.00	37,000.00	24,200.00 plus \$250.00 for fixtures
L-4012 Joe Parnas, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	26,500.00	35,000.00	29,000.00
L-3938 Harold Elbert, et ux.	Polk	Willamina-Salem	Bonneville Sta.-Patterson Ave.	12,150.00	20,000.00	15,000.00
L-3902 Moskee Investment Co., et al.	Polk	Willamina-Salem	Bonneville Sta.-Patterson Ave.	2,300.00	3,800.00	1,600.00
L-4016 Alma Farmer, et al.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	8,350.00	42,000.00	15,400.00
L-3991 M. Fred Jensen, et al.	Lane	Eugene-Springfield	First Avenue-Coburg Road	1,125.00	3,000.00	None Voluntary Nonsuit

December 20, 1962

(For additional details see the Chief Counsel's letter dated December 14, 1962, entitled "Report of Cases Tried", in the General Files in the Commission's Office in Salem).

In commenting on cases which have been tried in court, the Chief Counsel requested authority to appeal to the Supreme Court the case of Arthur Clare Bickford, et al., on the Fikes Corner-Hood River Section of Mt. Hood Highway in Hood River County. In this case the jury was instructed to consider an unconstructed frontage road as already built. The jury awarded a verdict of \$10,300 compared with the State's offer of \$600. The Commission granted authority to appeal this case to the Supreme Court.

He also mentioned the case of Dolph E. Phipps, et al., on the Seven Oaks-Neil Creek Section of the Pacific Highway in Jackson County. In this case a verdict in the amount of \$22,500 had been delivered by the jury compared with the State's offer of \$6,300 as the jury evidently believed the testimony of the land owners rather than the State's witnesses. This case, he said, will be reviewed and if an error is found it will be appealed.

The Chief Counsel presented a written report on cases which have been settled out of court since the last Commission meeting. The proposed settlements, he said, are based on careful appraisals which in some instances have been revised because of changed conditions. Concerning the proposed settlement with Mid Columbia Terminals in The Dalles, he asked that approval of this settlement be based on the condition that the City of The Dalles furnish a release of a deed reservation in which the City has the right to construct a street over Mid Columbia Terminals' property. The City, he explained, reserved this right when it sold the property to the Mid Columbia Terminals. If the City refuses to furnish this release, he requested authority to take this case to court. The Commission granted the authority.

Concerning proposed settlements with Lester Jones, Greta Albel, Elmer Eri, Dale M. Bergh, and Wallace Eri, all located on the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County, the Chief Counsel recommended that the settlements be approved because these cases would be tried before the same jury which had handed down verdicts on five other cases in the same area, which verdicts indicated that it would be to the State's advantage to settle at the amounts proposed. The Commission approved the settlements as presented, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer'</u>	<u>Amount of Settlement</u>
L-3561 Eric Mennis, et al.	Linn	Santiam	Albany-Pacific Highway Inter- change	\$ 2,500.00	\$ 2,650.00
L-3727 River Terminals Co., et al.	Sherman	Columbia River	Big Eddy- Biggs	1,600.00 (7.1 acres)	1,167.00 (5.2 acres)

(Cont. on next page)

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(Report of Condemnation Cases Settled - Cont.)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-3817 Hector Frank Unger, et al.	Lincoln	Oregon Coast	South Newport State Park	\$ 400.00	\$ 2,000.00
(Appraisal revised to \$2,000)					
L-3894 William Cody, et al.	Wasco	The Dalles- California	Butler Canyon- White River	900.00	1,250.00
(Dodd case jury verdict was \$30,000 as compared with State's testimony of \$17,200. These two properties are adjacent.)					
L-3921 Mid Columbia Terminals, et al.	Wasco	Columbia River	The Dalles- Big Eddy	6,650.00	6,500.00
L-3940 J. C. Clark, et ux.	Lane	Eugene- Springfield	Ferry Street Bridge-Mohawk Bridge	6,430.00	6,780.00
L-3951 Henry L. Handy, et al.	Douglas	Elkton- Sutherlin	Smith Crossing- Kellogg Bridge	265.00 (.75 acre)	400.00 (.62 acre)
L-3990 Paul A. Barber, et al.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	2,950.00	4,250.00
(Appraisals revised to \$4115.00 after offer to include severance damage not recognized in first instance.)					
L-3996 Laverne Jackson, et al.	Lincoln	Oregon Coast	South Newport Beach State Park	120.00	900.00
(Reappraised at \$1,200.00 because of renewed activity in the market of lots in this subdivision.)					
L-4023 Olson Equipment Co., et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	4,200.00 (letter of offer \$4,730.00 during oral negotiations)	4,730.00

(Continued on next page)

December 20, 1962

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4034 Oscar Kelsay, et al.	Wheeler	John Day	Cummings Pass- Fossil	\$ 1,000.00	\$ 1,045.17
L-4102 Fred G. Smith, et al.	Sherman	Columbia River	Biggs-Rufus	300.00	350.00
L-4147 Harlan C. Bristow, et al.	Multnomah	Tigard- Beaverton	Sunset Highway- Pacific Highway	50.00	50.00
L-4168 Lester Jones, et ux.	Clackamas	Mt. Hood	Anderson Road- Duncan Road	3,650.00	3,900.00
L-4126 Herman Lowen, et al.	Multnomah	Pacific	East Bank Free- way	107,700.00	115,000.00

(Prior approval of Bureau of Public Roads received)

L-4186 Alvina Patterson, et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	4,500.00	5,250.00
R-30730 Richard H. Long, et al.	Lane	Eugene- Springfield	Mohawk Road- McKenzie Highway	2,000.00	2,000.00
R-34197 Rachel Cordova, et vir.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	250.00	250.00
R-34784 Dorothy Moran, et ux.	Jackson	Lake of the Woods	Forest Boundary- Klamath County Line	50.00	50.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4056 Greta Albel, et al.	Clackamas	Mt. Hood	Anderson Road- Duncan Road	\$ 8,500.00	\$10,250.00

(Cont. on next page)

December 20, 1962

(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4116 Elmer Eri, et al.	Clackamas	Mt. Hood	Anderson Road- Duncan Road	\$ 630.00	\$ 1,500.00
L-4115 Dale M. Bergh, et ux.	Clackamas	Mt. Hood	Anderson Road- Duncan Road	4,850.00	6,250.00
L-4132 Wallace Eri, et ux.	Clackamas	Mt. Hood	Anderson Road- Duncan Road	4,085.00	6,000.00
L-4170 Warner Valley Stock Co.	Lake	Warner	Adel-Nevada State Line	300.00 (10.8 acres)	Donation
L-3588 George L. Zellner, et al.	Lane	Country Club Road	Country Club Road-Coburg Road	30,500.00 (for parcels 1 and 2)	32,150.00
L-4000 Floyd P. Schultz, et ux.	Lincoln	-----	South Newport State Park	75.00	500.00
(Reappraised at \$600.00 because of renewed activity in the market for lots in this subdivision.)					
L-4197 Simon Director, Oil Co., et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	No Offer Made	750.00
(Appraised at \$1,150.00)					
L-4140 Columbia-Deschutes Power Co.	Sherman	-----	Deschutes State Park	8,500.00 (for 40 acres)	7,595.00 (for 30 acres)
L-4190 Frances Clara Thimler, et al.	Coos	Coos Bay- Roseburg	Myrtle Point	550.00	550.00
R-34071 Elizabeth Traversa, et vir.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	29,500.00 (partial taking)	34,500.00 (entire tract)

(Entire tract appraised at \$36,000.00)

(Cont. on next page)

December 20, 1962

(Supplemental Report of Condemnation Cases Settled - Cont.)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-4127 Raymond L. McIlvenna, et al.	Multnomah	Sunset	Highland Inter- change-Stadium Freeway	\$14,500.00	\$15,500.00
L-3871 Harry C. Benson, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	5,000.00	6,000.00
R-32066 Congregation Shaari Torah	Multnomah	Stadium Freeway	Sunset Inter- change-Marquam Bridge	575,000.00	590,000.00

REPORT OF OTHER CASES SETTLED

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>
L-3910 Roy Farrella	State Highway Commission	Multnomah	Inverse con- demnation	\$10,000.00
Settlement: Payment of \$3,500 for complete release of damages.				
L-4021 Edward Seufert	State Highway Commission	Wasco	Suit in equity to require State to specifically perform obligation in right of way option to pave & maintain a frontage road.	
Settlement: Payment of \$5,000 as complete release of any obligation to pave as well as any future maintenance.				

(For additional details, see the Chief Counsel's letter dated December 14, 1962, entitled, "Report of Cases Settled", and his letter of December 18, 1962, entitled, "Supplemental Report of Cases Settled", in the General Files of the Commission's Office in Salem).

The Chief Counsel commented on the settlement with Harry C. Benson, et al., on the North Portland Harbor-North Russell Street Section of the Pacific Highway in Multnomah County, in which the jury had been unable to reach a verdict. The State had made an offer of \$5,000.00. The State's highest appraisal was \$5,500.00. The owner has now agreed to settle for \$6,000.00.

Concerning the proposed settlement for acquisition of property from the Congregation Shaarie Torah on the Sunset Interchange-Marquam Bridge Section of the Stadium Freeway in Portland, Multnomah County, the Chief Counsel presented an agreement covering the terms of the acquisition. After a long period of negotiations, he stated, a settlement for the sum of \$590,000 had been arranged. An offer in the amount of \$575,000 based upon appraised values had been made for the property, which was not acceptable to the Congregation. The agreement also provides for possession to be given on or before July 1, 1964, payment of \$875 to be deducted by the State for each month until possession is given, the Congregation is to keep satisfactory insurance, with the State as co-insured, and the Congregation to have the right to acquire certain church fixtures at stipulated prices. In response to Chairman Jackson's inquiry as to what salvage rights remain to the Congregation, the Chief Counsel replied that the Congregation has none other than the right to purchase the trade fixtures as set forth in the agreement. He recommended that the agreement be approved. The Commission approved the agreement.

The Chief Counsel explained details concerning the settlement with Roy Farrella. This case covers an inverse condemnation in which Mr. Farrella seeks to recover \$10,000 damages for failure of the State to install and maintain a culvert immediately east of the Troutdale connection with the Columbia River Highway, Multnomah County, in accordance with a 1948 agreement. The case was tried, he stated, and at the suggestion of the Judge an agreement was reached in which Mr. Farrella released the State of all obligations upon payment of \$3,500. The owner is to be allowed to lay an underground drain pipe along the highway right of way. An alternative provides for payment of \$3,000 if the owner does not install the pipe. Prior approval of this statement, he advised has been received from the Bureau of Public Roads.

The settlement of the case of Edward Seufert, of Wasco County, vs. the State Highway Commission was also explained by the Chief Counsel. This case involves the paving and maintaining of a frontage road that was originally supposed to be a connecting link of the highway system; however, this connection was made in another area. The Chief Counsel stated that the owner has agreed to accept the sum of \$5,000 and give the State a complete release of any obligation to pave the road as well as any future maintenance.

The Commission considered and confirmed prior telephonic approval of offers made to property owners for acquisition of property prior to the commencement of condemnation proceedings. The following offers, the Chief Counsel said, are based upon careful appraisals and have been approved orally by at least one of the Commissioners prior to this meeting:

DUFUR-GAP SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-35074 - Dufur Elevator Company. 0.4 acre for right of way purposes. Offer of \$100.00 approved by Mr. Fridley, December 13, 1962.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-28840 - Schnitzer Realty Co., et al. Parcel No. 1: 0.32 acre for right of way purposes; Parcel No. 2: 0.08 acre for right of way purposes. Offer of \$11,500.00 approved by Mr. Simpson, November 2, 1962.

R-29168 - Raymond N. B. Converse, et al. 26,733 square feet for right of way purposes. Offer of \$20,500.00 approved by Mr. Simpson, November 2, 1962.

R-33497 - Knappton Towboat Company. Parcel No. 1: 0.3 acre for right of way purposes; Parcel No. 2: 0.43 acre for right of way purposes. Offer of \$55,350.00 approved by Mr. Simpson, November 2, 1962.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32039 - Dine Rosen, et vir. Parcel No. 1: 4,208 square feet for right of way purposes; Parcel No. 2: 5,301 square feet for right of way purposes; Parcel No. 3: 5,301 square feet for right of way purposes. Offer of \$76,500.00 approved by Mr. Simpson, December 4, 1962.

R-32373 - Sam Olimansky, et ux. 5,000 square feet for right of way purposes. Offer of \$16,500.00 approved by Mr. Simpson, November 20, 1962.

R-33504 - Ting David Lee, et ux. 7,800 square feet for right of way purposes. Offer of \$110,400.00 approved by Mr. Simpson, November 2, 1962.

R-33936 - Ting David Lee, et al. 3,450 square feet for right of way purposes. Offer of \$13,800.00 approved by Mr. Simpson, November 14, 1962.

R-34085 - Lena Buchwach, et vir. 2,700 square feet for right of way purposes. Offer of \$11,250.00 approved by Mr. Simpson, November 2, 1962.

GOLD BEACH-CAPE SEBASTIAN SECTION OF THE OREGON COAST HIGHWAY

R-34825 - Oleta A. Walker, et vir. 1.5 acres for right of way purposes. Offer of \$310.00 approved by Mr. Jackson, November 2, 1962.

HAINES ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-33741 - Frank S. Richards, et ux. 9,688 square feet for right of way purposes. Offer of \$475.00 approved by Mr. Simpson, November 27, 1962.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33777 - Alberta M. Christy, et vir. 1,712 square feet for right of way purposes. Offer of \$5,650.00 approved by Mr. Simpson, November 2, 1962.

R-33785 - Georgia Leona Davis, et al. 2,313 square feet for right of way purposes. Offer of \$5,700.00 approved by Mr. Simpson, November 2, 1962.

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HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY - CONT.

R-33791 - James C. John, et al. 888 square feet for right of way purposes. Offer of \$5,500.00 approved by Mr. Simpson, November 15, 1962.

MOHAWK ROAD-MCKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-30697 - Ross Colahan, et ux. Parcel No. 1: 7.65 acres for right of way purposes; Parcel No. 2: 0.10 acres for right of way purposes. Offer of \$19,510.00 approved by Mr. Jackson, November 27, 1962.

R-30723 - Lawrence W. Chapman, et al. 281 square feet for right of way purposes. Offer of \$50.00 approved by Mr. Jackson, November 13, 1962.

R-30724 - Howard H. Henry, et al. 716 square feet for right of way purposes. Offer of \$900.00 approved by Mr. Jackson, November 27, 1962.

R-30733 - L. M. Spurrier, et ux. Parcel No. 1: 7,528 square feet for right of way purposes; Parcel No. 2: 0.01 acre for right of way purposes. Offer of \$10,440.00 approved by Mr. Jackson, December 5, 1962.

MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-31401 - Ivy Roberts, et al. 840 square feet for permanent easement. Offer of \$200.00 approved by Mr. Jackson, November 8, 1962.

R-31426 - Herman Miller, et al. 1,000 square feet for right of way purposes. Offer of \$200.00 approved by Mr. Jackson, December 5, 1962.

R-31428 - Grace M. Wright, et al. 750 square feet for right of way purposes. Offer of \$250.00 approved by Mr. Jackson, November 15, 1962.

NORTH YAMHILL RIVER-MCMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST

R-34248 - LaVerne Fenton Foster, et al. 1.35 acres for right of way purposes. Offer of \$2,300.00 approved by Mr. Simpson, November 27, 1962.

R-34524 - Lyla L. Elliott, et ux. 240 square feet for permanent easement. Offer of \$100.00 approved by Mr. Simpson, November 27, 1962.

NYBERG ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-32697 - Clayton John Nyberg, et al. Parcel No. 1: 0.95 acre for right of way purposes; Parcel No. 2: 0.95 acre for right of way purposes; Parcel No. 3: 0.80 acres for right of way purposes; Parcel No. 4: 1.10 acres for right of way purposes; Parcel No. 5: 0.08 acre for right of way purposes. Offer of \$13,100.00 approved by Mr. Simpson, December 10, 1962.

ROCK CREEK-ELBOW POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-35002 - George L. Holloway, et ux. 0.31 acre for right of way purposes. Offer of \$450.00 approved by Mr. Jackson, December 5, 1962.

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WASCO-MORO SECTION OF THE SHERMAN HIGHWAY

R-34714 - Ethel Andrea Strong, et al. 9.8 acres for right of way purposes. Offer of \$3,400.00 approved by Mr. Fridley, November 14, 1962.

A report concerning orders received from the Public Utility Commissioner regarding railroad crossing matters in which the State Highway Commission has been a party was presented by the Chief Counsel, summarized as follows:

PUX 473: East Celilo Overcrossing of OWRR & N, Union Pacific Railroad Company tracks on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County. The order issued October 25, 1962, allows construction of an overcrossing of the two main line tracks at a point approximately ten miles east of The Dalles. The State is to reimburse Railroad for all costs incurred by the Railroad in connection with construction of the proposed overcrossing.

PUX 475: Willamina Grade Crossing Alteration, Southern Pacific Company tracks on the Sheridan-Willamina Highway in the City of Willamina in Yamhill County. The order allows the Commission's petition to alter the existing grade crossing. The order also provides for channelization of county road traffic, installation of railroad actuated flashing light warning signals, and widening of the crossing. The Railroad is to pay 50 per cent of the cost of installation and the entire cost of operation and maintenance of the signals. The Commission accepted the report.

Consideration was given to a request made by Sunset Hills Memorial Park in Washington County for vacation of an unnamed road from the northerly right of way line of the Tualatin Valley Highway through the right of way of the Sunset Highway, and extending a short distance northerly. The Chief Counsel stated that the matter has been investigated and there is no apparent reason for not granting the request. He also mentioned that part of the property to be vacated lies within State Highway right of way and with the vacation of the road that portion within the right of way would revert to the State Highway Commission. Based upon his favorable recommendation, the Commission approved a "Consent to Vacation" and authorized the Secretary to sign it in their behalf.

The Commission considered the sale of \$12,000,000 of highway bonds, which is the unsold remainder of \$24,000,000 highway bonds authorized by the 1961 Legislature under Oregon Laws ORS 367.365 to 367.420 for construction of a bridge across the Columbia River at Astoria. The Chief Counsel presented to the Commission a form of resolution authorizing sale of the bonds to be known and designated as Oregon State Highway Bonds, Series 1963, and he read to the Commission pertinent excerpts from the resolution. The proposed sale, he stated, has been discussed with the State Treasurer who recommended that the "Notice of Bond Sale" be published in "The Daily Bond Buyer," New York, and the "Daily Journal of Commerce", Portland, on December 27, 1962, for bids to be received in the State Highway Building in Salem at 10:00 a.m., (P.S.T.), on January 22, 1963, at a meeting of the State Highway Commission. Details of the bond sale were discussed, and the Chief Counsel

answered several questions. Chairman Jackson commented that, since all of the money will not be needed at the time the bonds are sold, action should be taken to invest a portion of the funds until such time as the funds are needed. After being fully apprised of the contents of the resolution concerning the bond sale, the Commission unanimously adopted the resolution, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem, as "Authorization Resolution No. 34."

A compromise settlement of a claim against Chas. R. Hunt, CAO 61-192, for damage to a State vehicle was presented by the Chief Counsel. The amount of damages sought in the first instance was \$631.80, and an offer has been made to settle the claim for \$500. He recommended that the settlement be made as the difference would not warrant taking the matter to court. The Commission approved the settlement.

The Commission considered presenting a petition to the Rogue River Irrigation District to include in the District 7.08 acres of land within the Crater Lake Highway Interchange on the Pacific Highway near Medford. The Chief Counsel explained that in order to irrigate this land which will be landscaped, it is necessary to secure water from the Rogue River Irrigation District. In discussing this matter, it was brought out that the Highway Department owns a parcel of land that at present is included in the Rogue River Irrigation District and which parcel the Department desires to have excluded. The Chief Counsel recommended that formal approval of the petition to include 7.08 acres in the District be deferred until negotiations can be undertaken for an exchange of parcels within and outside of the Irrigation District. The Commission approved the recommendation and authorized the Secretary to sign either an exchange document or the petition to include 7.08 acres after the exchange has been satisfactorily concluded.

Attention was given to a proposal made by the City of Cascade Locks to settle the Highway Department's claim against the City in the amount of \$71,185.36 for the sum of \$25,000, payable at the rate of \$2,500 per year without interest. The Chief Counsel pointed out that the Highway Department's claim against the City was caused by relocation of the City's power line along the Columbia River Highway. He asked that action be deferred pending further study. The Commission deferred action on the matter and requested that a full report be made at the January 31 meeting.

The Commission also considered a proposal made by the Oakway Water District to settle the Highway Department's claim against the District for 50% of the claim. The Chief Counsel stated that the Department's claim against the District amounts to \$2,094.10 and was incurred when the State had to move the District's water line along Coburg Road in Lane County in connection with the relocation of the Pacific Highway. The Water District's offer, he stated, is made because the District does not have on hand the sum of \$2,094.10, and as far as he knew there were no circumstances in this case which would warrant reduction of the claim. He requested authority to negotiate a settlement for the full amount of the claim on a time-payment basis. The Commission granted the authority.

Consideration was given to a claim presented by the Tillamook Peoples Utility District in the amount of \$206.81 for damages to its facilities caused by blasting and the falling of trees in construction operations on the Yach Bridge-Weed Bridge Section of the Little Nestucca Highway in Tillamook County, Contract No. 6102. The Chief Counsel pointed out that although the work on this section was under contract, the operations which caused the damage were under the direct supervision and control of the State Highway Department. The Utility District, he added, has been very cooperative in their Highway dealings, and he recommended that the claim be paid. The Commission approved payment of the claim.

The Commission also considered payment under ORS 366.430 of a claim made by Mr. and Mrs. Ray Campbell in the amount of \$97.10 for the loss of personal property. The Chief Counsel explained that when the Campbells' house on the Highlands Interchange-Marquam Section of the Sunset Highway in Multnomah County had been purchased from them, they had been allowed to leave certain personal property in the house. The house was then rented to another party and the Campbells' property was thrown out and damaged by persons unknown. He recommended that the claim be paid. The Commission approved the payment.

The Chief Counsel reported briefly on two actions for damages which had been filed against the Highway Commission, its officers and employees since the last meeting. One of these involved Walter F. and Carol H. Schenck vs. Century 21 Exposition, Inc., (Seattle, Washington), and the State of Oregon for \$20,000 plus \$91.84 for medical services arising out of injuries allegedly due to a fall at the exit from the Commission's exhibit at the Seattle Fair. The claimants, he stated, allege negligence in the location of the handrail and other matters. In the other case, Ben Forsythe seeks to collect from the Commission \$4,101.70 plus costs for damages allegedly incurred in an accident on the Mt. Hood Highway near the Ski Bowl Road, Clackamas County, in March, 1962. Mr. Forsythe, he said, charged negligence in the operation of the State Highway Department's snow plow. Both of these actions have been turned over to the insurance carriers and proper steps are being taken to defend the interests of the State.

The Engineer introduced to the Commission Mr. Walter L. "Lightning" Hall, Resident Engineer, under whose supervision the Winnemucca-to-the-Sea Route had been completed in Lake and Harney Counties.

Consideration was given to a request from J. L. Campbell, operator of the concession privilege in Silver Falls State Park, to extend an agreement for operation of the park concession through the year 1963. The Engineer stated that Mr. Campbell's operations have been satisfactory and recommended that the agreement be extended on the same terms as in the existing agreement, and that the Secretary be authorized to sign it on behalf of the Commission. The Commission accepted his recommendation.

The Engineer reported that on November 26, 1962, he had awarded Contract No. 6196, for stone base and oiling on the North Unit, Wapinitia-Simnasho Section of FAS Route 712 in Wasco County, referred to him by the Commission to award when certain conditions had been completed. Bids were received for this project on November 20, 1962. These conditions have been met and the contract awarded to Percy E. Jellum, Pendleton, the low bidder. The Commission confirmed award of the contract.

The establishment of reduced vehicle speeds in areas of highway construction was reported by the Engineer. These temporary construction speed zones, he stated, are necessary during construction operations for the protection of the traveling public. The Commission confirmed the following construction speed zones:

- (1) 25 MPH on the Devil's Elbow Slide Viaduct Section, M.P. 178.61 to M.P. 179.12 on the Oregon Coast Highway in Lane County, effective 8 a.m., November 19, 1962.
- (2) 25 MPH on the West Unit, Tanner Creek-Remote Section, M.P. 36.5 to M.P. 38.3, on the Coos Bay-Roseburg Highway in Coos County, effective 8 a.m., December 10, 1962.
- (3) An increase from 25 MPH to 35 MPH on the Crater Lake Highway in the vicinity of its interchange with the Pacific Highway in Jackson County between M.P. 0.00 and M.P. 0.90, effective 8 a.m., December 13, 1962. The Engineer commented that it is expected to retain the 35 MPH speed zone until the installation of signals is completed at this intersection and pending action by the State Speed Control Board, since this section is within the city limits of Medford.

Location surveys for realignment of several sections of state highways have been completed, the Engineer reported. Careful engineering consideration has been given in each of the surveys to provide the public with the most adequate facility possible considering cost of the project and the amount of traffic involved. Based on his favorable recommendation, the Commission approved the following location surveys, and thereupon adopted resolutions relative thereto which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Survey Resolution Nos. 263, 264 and 265."

- (1) Sutherlin-Shady Section of the Pacific Highway in Douglas County. (See "Survey Resolution No. 263.")
- (2) South Ashland-Wall Creek Section of the Pacific Highway in Jackson County. (See "Survey Resolution No. 264.")

(3) Burlington-Sauvie Island Bridge Section of the
Columbia River Highway in Multnomah County.
(See "Survey Resolution No. 265.")

A tabulation was presented by the Engineer showing the allocation of 1964 Federal-Aid Secondary Funds to the individual counties of the state. This allocation, he stated, has been computed in accordance with a formula developed by the Association of Oregon Counties, using the official 1960 census and 1962 county road mileages. Following his favorable recommendation, the Commission approved the following allocations to the counties:

County	Federal Funds	TOTAL FUNDS Including State's and Counties' Match Money (Rounded to Thousands)
Baker	\$ 36,257	\$ 60,000
Benton	45,787	76,000
Clackamas	148,780	248,000
Clatsop	39,831	66,000
Columbia	44,780	75,000
Coos	76,415	127,000
Crook	35,387	59,000
Curry	36,332	61,000
Deschutes	40,178	67,000
Douglas	103,813	173,000
Gilliam	25,608	43,000
Grant	31,565	53,000
Harney	35,993	60,000
Hood River	35,875	60,000
Jackson	80,515	134,000
Jefferson	32,371	54,000
Josephine	46,846	78,000
Klamath	66,057	110,000
Lake	35,326	59,000
Lane	154,055	257,000
Lincoln	45,862	76,000
Linn	82,500	137,000
Malheur	65,796	110,000
Marion	129,955	217,000
Morrow	34,642	58,000
Multnomah	224,108	374,000
Polk	50,449	84,000
Sherman	24,668	41,000
Tillamook	44,352	74,000
Umatilla	75,278	125,000
Union	34,991	58,000
Wallowa	33,089	55,000
Wasco	37,866	63,000
Washington	132,019	220,000
Wheeler	22,478	38,000
Yamhill	57,507	96,000
Totals	\$2,247,331	\$3,746,000

(Tabulation continued on next page)

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SUMMARY, ENTIRE STATE - Fiscal Year 1964 County FAS Funds:

Federal Funds (50% of Oregon's Apportionment of \$4,563,109.)	\$2,281,554
Less Planning Survey Funds	- 34,223
Total Federal Funds for Construction	\$2,247,331
Plus Estimated Required Match Money: State Funds	749,334
County Funds	749,335
TOTAL COUNTY FAS FUND	\$3,746,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with State and County funds estimated to be approximately 20% each.

Requests were considered from Deschutes, Douglas, Grant and Multnomah Counties for construction projects on the county federal-aid secondary system. These projects, the Engineer said, have been investigated and are eligible for construction, and he recommended that they be approved. The Commission approved the following federal-aid secondary projects, and authorized the Secretary to sign routine agreements pertaining thereto:

County	FAS Hwy. No.	Section	Programmed Amount	FAS Funds
Deschutes	793	Fall River Resort-Deschutes River, Oiling, 5.0 miles	\$ 35,000	1964
	905	Pettigrew Road, Oiling, 1.0 mile	8,000	1964
	904	Stevens Road, Oiling, 1.0 mile	8,000	1964
		Subtotal, Deschutes County	\$ 51,000	
Douglas	235	Conns Ford Bridges, 3 structures	342,000	1963
Grant	452	Prairie City-Deardorff Creek Road, Oiling, 8.2 miles	60,000	1964
Multnomah	641	166th Street-Burnside Street, Grade & pave, 1.2 miles	250,000	1964
			<hr/>	
			\$703,000	

(Tabulation continued on next page)

December 20, 1962

<u>SUMMARY BY FISCAL YEARS</u>	<u>1963 & 1964</u>	<u>Estimated 1965</u>	<u>Total</u>
Allocated Funds	\$4,087,000	\$3,844,000	\$7,931,000
Approved Projects (Corrected to date)	-----	-----	-----
Unprogrammed Balance	\$4,087,000	\$3,844,000	\$7,931,000
Projects Proposed 12-20-62	703,000	-----	703,000
Unprogrammed Balance	\$3,384,000	\$3,844,000	\$7,228,000

Development of traffic conflicts at the Crater Lake Highway Interchange on the Pacific Highway just northerly of Medford was reported by the Engineer. The principal source of trouble, he said, appears to be at a point where Biddle Road crosses the Crater Lake Highway, although there is evidence of some trouble where the off-and on-ramps intersect the Crater Lake Highway on the westerly side of the freeway. A complete correction of the problem would be extremely expensive. The matter was discussed with the Bureau of Public Roads and they have agreed to cooperate, as an interstate project, on the installation of traffic lights to control the intersection of Biddle Road with the Crater Lake Highway and to control traffic from the off-and on-ramps westerly from the freeway on the Crater Lake Highway. The work is estimated to cost \$25,000, and he recommended that it be approved. The Commission approved the project.

Consideration was also given to the installation of traffic signals at the intersection of Watson Street (Tualatin Valley Highway) and Allen Avenue in the city of Beaverton. The Engineer reported that an investigation indicated that installation of signals is warranted and he recommended that they be installed at an estimated total cost of \$6,000 provided the City of Beaverton will pay half the cost of installation and provide all maintenance and power necessary to operate the signals. The Commission approved the traffic signal installation, and authorized the Secretary to sign an agreement pertaining thereto.

The Commission considered requests made by contractors for increases in number of workdays within which to complete contracts without assessment of liquidated damages. The Engineer explained the conditions which prevailed in each instance and made his recommendation as to granting of the requests. After carefully considering the report and recommendation of the Engineer, and other available information, the Commission took action as follows:

- (1) Hughes and Dodd Company, Contract No. 6117, for grading and paving on Third Street south of Lakeview in Lake County, requested an increase from 40 workdays to 48 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 2 workdays without assessment of liquidated damages.

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- (2) Porter W. Yett, Oregon Ltd., Contract No. 6120, for grading and stone base on the Halsey Street-Stark Street Section of the FAS 729 (181st Avenue) in Multnomah County, requested an increase from 60 workdays to 72 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 6 workdays, the time necessary to complete the contract, without assessment of liquidated damages.
- (3) White Bros. Construction Co., Inc., Contract No. 5828, for grading, paving and structures on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, requested an increase from 130 workdays to 181 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 3 workdays without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the 3-day extension.
- (4) Peter Kiewit Sons' Company, Contract No. 5756, for grading, rock toe embankment and detour structures on the N. Page Street-S.E. Main Street Unit, East-Bank-Freeway Section on the Pacific Highway in Multnomah County, requested an increase from 187 workdays to 215 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 6 workdays, the time necessary to complete the contract, without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the 6-day extension.
- (5) Peter Kiewit Sons' Company, Contract No. 5831, for grading, paving, structures and signs on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County, requested an increase from 210 workdays to 262 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 33 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the extension.

The Engineer reported that Contract Nos. 5604, 5669, 5769, 5953, 5969, 5971, 5998, 6010, 6026, 6066, 6078, 6082, 6108, 6115, 6125, 6131, 6137, 6146 and 6165 for highway construction have been completed in accordance

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with the requirements of the contract or modification thereof and that said contracts are now ready for acceptance by the Commission or have been accepted by letter by the Commission since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting a resolution relative thereto which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Contracts Completed Resolution No. 118."

Subsequent to opening the Meacham-Oro Dell Section of the Old Oregon Trail to traffic under interstate standards, the Engineer reported that it has been found that certain changes in the existing speed zones will permit better flow of traffic. He, therefore, recommended that "Speed Zone Resolutions No. 375", adopted September 29, 1960, and "No. 377a", adopted June 19, 1962, be rescinded and the following speed zones be established on the Old Oregon Trail Highway in Union and Umatilla Counties:

70 miles per hour between a point 1.94 miles west of the Deadman's Pass Interchange (M.P. 226.14) and a point 0.48 mile west of the Hilgard Interchange (M.P. 251.49)

60 miles per hour between a point 0.48 mile west of the Hilgard Interchange (M.P. 251.49) and M.P. 258.35.

The Commission approved the recommendation and thereupon adopted a resolution relative thereto which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Speed Zone Resolution No. 382."

The Commission considered an abandonment resolution in which four units of the old highway on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County are to be abandoned to the County as a part of the county road network, and two units are to be turned over to the County who in turn will transfer them to the City of Gladstone as a part of the city street system. The Engineer stated that the new section has been completed and opened to public travel, and adoption of the resolution is in line with an agreement previously executed with Clackamas County and the City of Gladstone. The Commission adopted the resolution which by this reference is made a part hereof and filed in the Secretary's Office as "Abandonment and Retention Resolution No. 404."

The Commission also considered a resolution abandoning to Coos County portions of the old Myrtle Point-Bridge Section of the Coos Bay-Roseburg Highway in Coos County. The Engineer explained that three small segments are to be relinquished to Coos County as a part of the county road network and seven other segments not needed for public road purposes are to be abandoned and allowed to revert to the adjacent property owners. The new section of highway, he said, has been completed and opened to public travel, and the resolution abandoning portions of the old highway is in line with an agreement previously entered into with Coos County. Following his favorable recommendation, the Commission adopted the resolution which by this reference is made a part hereof and filed in the Secretary's Office as "Abandonment and Retention Resolution No. 399."

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An agreement with the Oregon State Board of Control in which the Oregon Correctional Institution near Salem agrees to grow landscape material for highway use was presented by the Engineer. He stated that the growing of plants by the Correctional Institution will not only provide work for the inmates but will be an excellent source of material for highway landscaping. The agreement has been under consideration for sometime, and telephonic approval had been given by Chairman Jackson earlier in December. He recommended that the agreement be confirmed and the Secretary authorized to sign it in behalf of the Commission as of December 4, 1962. The Commission accepted the recommendation.

A permit with the Spokane, Portland and Seattle Railway Company authorizing the State to place an electrical conduit under the Railway Company's right of way to carry power to the Youngs Bay Drawbridge on the Oregon Coast Highway in Clatsop County was recommended by the Engineer. The Commission approved the permit and authorized the Secretary to sign it in their behalf.

Confirmation of approval on an agreement with the City of Portland was requested by the Engineer covering the cost of enlarging a sewer to be installed by the City on S. W. Third Avenue between Arthur and Sheridan Streets near the Stadium Freeway construction. By participating in the cost of this sewer, the Engineer stated, the State can then use this enlarged sewer system to take care of drainage from the Stadium Freeway which will eliminate the need for the State to construct its own sewer at this location. The State's share of the cost (58 $\frac{1}{2}$ %) is eligible for federal-aid interstate participation. The agreement was approved by Chairman Jackson on November 21, 1962, and the Engineer recommended that it be confirmed at this time and the Secretary authorized to sign the agreement in behalf of the Commission as of November 21, 1962. The Commission confirmed the agreement and the authorization given to the Secretary to sign the agreement.

Attention was given to a supplemental throughway agreement with Linn County covering the North Jefferson Junction-Southern Pacific Overcrossing Section of the Pacific Highway in Linn County. The Engineer explained that the supplemental agreement is necessary to correct a description of a county road closure at the South Jefferson Junction Interchange as contained in the original agreement, dated March 22, 1957. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Surprise Valley Electrification Corporation to provide power for the State's radio transmitter near Adel in Lake County was presented by the Engineer. To secure the power, it is necessary that the Electrification Corporation construct 3,400 feet of power line. The State is to pay an initial fee of \$5 and a minimum monthly charge of \$30 for a ten-year period, following which, charges will be based upon the amount of energy consumed. The radio station, the Engineer stated, is necessary in conjunction with winter maintenance on the Warner Secondary Highway, and he recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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The Engineer reported that the existing stop signs at the junction of The Dalles-California Highway and the Sherman Highway require southbound traffic on The Dalles-California Highway to stop at the junction. Traffic conditions, he continued, have changed and merging traffic lanes have been constructed so that it is no longer necessary for traffic southbound on The Dalles-California Highway to stop nor is it necessary for southbound traffic on the Sherman Highway to stop at its junction with The Dalles-California Highway. He recommended that "Through Highways and Stop Signs Resolution No. 21," adopted April 13, 1955, be rescinded and that the resolution dated April 27, 1943, as it pertains to The Dalles-California Highway be amended to contain the following exception:

"No stop shall be required for traffic southbound on the Sherman Highway at its junction with The Dalles-California Highway."

He also recommended that an exception be made in connection with the Culver Highway at its junction with The Dalles-California Highway at M.P. 105.73, as follows:

"No stop shall be required for Culver Highway traffic making the right-turn movement from northwest to south at its junction with The Dalles-California Highway."

The Commission approved the revisions as presented, and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Through Highways and Stop Signs Resolution No. 4n."

A change in location of a stop sign on the Aumsville-Mehama Highway at the city limits of Aumsville was presented by the Engineer. He explained that this highway was formerly a part of the North Santiam Highway. Since the new North Santiam Highway has been constructed a change in the traffic pattern has developed at the intersection of the Aumsville-Mehama Highway and a county road to the west at the city limits of Aumsville. The larger volume of traffic is now on the county road. He recommended, therefore, that "Through Highways and Stop Signs Resolution No. 14," adopted August 21, 1950, as it pertains to the Aumsville-Mehama Highway at this intersection be amended so that southbound traffic on the Aumsville-Mehama Highway shall stop and no stop shall be required for traffic entering on the County road from the west. The Commission accepted his recommendation and thereupon adopted a resolution relative thereto, which resolution by this reference is made a part hereof and filed in the Secretary's Office as "Through Highways and Stop Signs Resolution No. 14a."

The Engineer discussed with the Commission bids received December 18, 1962, for highway construction projects. For each project he reported the number of bids received, the name of the low bidder, the Engineer's estimate of cost, and his recommendation as to award. At 10:05 a.m., the Commission awarded contracts as follows, and authorized the Secretary to sign the contracts on behalf of the Commission:

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BIDS RECEIVED IN SALEM ON DECEMBER 18, 1962

"Youngs Bay Bridge Section of the Oregon Coast Highway in Clatsop County. FAP #U-F-115(14). Five bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Vancouver, Washington, at \$2,393,431.

"Fort Stevens State Park bath house in Clatsop County. State project. Three bids were received. The Commission awarded the contract to the low bidder, Albert J. Mittet, Astoria, at \$20,374.

"Grading and oiling on the Remote-Slater Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties. State project. Ten bids were received. The Commission elected to accept the low bid of C. R. O'Neil, Creswell, in the sum of \$743,278.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading on the Blalock-Arlington Section of the relocated Columbia River Highway in Gilliam County. Federal-Aid Interstate Highway Project No. I-80N-4(9)130. Six bids were received. The Commission elected to accept the low bid of Peter Kiewit Sons' Company, Vancouver, Washington, at \$3,845,551, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the U. S. Corps of Engineers is received.

"West Hood River Undercrossing at the West Hood River Interchange in Hood River and along the Columbia River Highway in Hood River County. Federal-Aid Interstate Highway Project No. I-80N-2(27)61. Five bids were received. The Commission awarded the contract to the low bidder, B.T.P. Corporation and Orlando C. Bennard, Portland, at \$99,200.

"Roadside improvement on the Cascade Locks Section of the Columbia River Highway in Hood River County. Federal-Aid Interstate Highway Project No. I-80N-2(28)41. Seven bids were received. The Commission awarded the contract to the low bidder, Knight Percy Nursery, Salem, at \$15,617.30.

"Roadside improvement on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County. Federal-Aid Interstate Highway Project No. I-5-1(45)28. Six bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at \$100,075.35.

"Illumination installation on the Barnett Road Interchange on the Pacific Highway in Jackson County. Federal-Aid Interstate Highway Project No. I-5-1(38)28. Four bids were received. Two identical low bids were submitted on the project. Mr. W. M. Timm who represented Steeck Electric Company, Medford, was present in connection with the tie bid submitted for this project by Steeck Electric Company and Madson and Stokes, Roseburg. The Secretary stated that yesterday he had talked to a representative of Madson and Stokes, and he had indicated they did not wish to send a representative in determining the award of the contract. Chairman Jackson requested Mr. Timm to call "heads" or "tails" while a coin was being flipped. The Engineer flipped a coin and Mr. Timm called "heads"; "heads" turned up. The contract was awarded to Steeck Electric Company, Medford, at \$10,975.

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"Grading on the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County. FAP No. S-222(4). Sixteen bids were received. The Commission elected to accept the low bid of Buswell Bros., Gold Beach, in the sum of \$176,195 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Josephine County is received and the sum of \$40,600 is deposited by the County.

"K.I.D. "A" Canal Bridge on the Washburn Way in Klamath County. Federal-Aid Project No. S-499(1). Five bids were received. The Commission elected to accept the low bid of Inter-City Construction Company, Eugene, in the sum of \$29,504 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received and the sum of \$6,700 is deposited by the County.

"Stone base and oiling on the North Unit, Westfall-Harper Section of the Westfall-Harper County Road in Malheur County. FAP No. S-182(3). Ten bids were received. The Commission elected to accept the low bid of C. E. Leseberg, Nyssa, in the sum of \$97,924 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of \$22,100 is deposited by the County.

"Memaloose Safety Rest Area on the Columbia River Highway in Wasco County. Federal-Aid Interstate Highway Project No. I-80N-3(18)70. Three bids were received. The Commission awarded the contract to the low bidder, Joe Blickle, Portland, at \$78,482.35.

"Grading and paving on the N. Yamhill River-McMinnville Section of the Pacific Highway West in Yamhill County. FAP No. F-122(14). Six bids were received. The Commission awarded the contract to Babler Bros., Inc., Portland, at \$509,816.70.

Following the award of contracts, Chairman Jackson administered the "Oath of Office" to Mr. R. L. Porter as Deputy State Highway Engineer, effective January 1, 1963, and to Mr. Lloyd P. Shaw as Assistant State Highway Engineer, effective January 1, 1963.

The Commission considered, and, following the favorable recommendation of the Engineer, approved an agreement with Union Pacific Railroad Company in which the Railroad Company gives the State right of entry onto its property in Albina in Portland to make surveys for the north approach to the Fremont Bridge.

An agreement with Mr. Champ Bond for plowing snow on the Haines-Anthony Highway in Baker County was presented by the Engineer. Under terms of the agreement, which is to be in effect until June 15, 1963, the Engineer stated that Mr. Bond is to use his own equipment to plow snow, generally on Thursdays, Saturdays and Sundays, at stipulated rates per hour for various pieces of equipment. This arrangement, he felt, will be more economical

than having State equipment plow the snow, and he recommended that the agreement be approved. It was his opinion that the plowing of snow for the winter of 1962-1963 would cost approximately \$10,000. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission approved the minutes of the meeting held in Newport on November 1, 1962, and in Salem on November 20, 1962.

The next regular Commission meeting date was set for Thursday, January 31, 1963, in the State Highway Building in Salem. A tentative date for the following meeting was set for Thursday, March 14, 1963. The date of January 22, 1963, for the opening of bids for highway bonds in the State Highway Building in Salem was also mentioned as a restatement of action taken earlier in the day.

An agreement with the State Fish Commission covering construction of a fish ladder on Fall Creek under the Wilson River Highway in Tillamook County was presented by the Highway Engineer. Construction of the fish ladder, he stated, is necessary because due to erosion in the area the creek became impassable for the fish. The Fish Commission is to construct the fish ladder and assume all responsibility for its maintenance. The State is to contribute \$5,000 or 40% of the total cost of the project, whichever is the lesser sum. Based on the favorable recommendation of the Engineer, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered an "Indenture of Easement" and an agreement with Southern Pacific Company concerning the overcrossing of the Railroad Company's tracks by the west approach to the Marquam Bridge on the Pacific Highway in Portland. These documents, the Engineer stated, have been examined and are satisfactory, and he recommended that they be approved by the Commission. The Commission approved the "Easement" and the agreement.

Attention was given to a petition signed by 19 individuals in La Grande protesting the proposed construction of the Oro Dell-Fourth Street entrance into La Grande on the Old Oregon Trail Highway. The Engineer recalled that a hearing was held on this project April 17, 1962, in La Grande, and no objections were made at the hearing; however, the project was strongly endorsed by the La Grande-Union County Chamber of Commerce. Subsequently a survey was approved and approximately 50% of the needed right of way has been purchased. In view of these facts, and the additional fact that there is no feasible alternate location of the project, the Engineer recommended that the project proceed as previously approved. The Commission accepted his recommendation.

A request from Boise Cascade Corporation for a "Forest Road Crossing Permit" to allow the Corporation's trucks to cross over the Wallowa Lake Highway, approximately three miles south of Enterprise, was discussed. The Engineer stated that the Corporation is removing timber from the Wallowa National Forest and most of the haul is on private roads. They will be hauling oversize and overweight loads and have agreed to supply adequate

public liability and property damage insurance and to maintain that portion of the highway which is crossed over by their vehicles. He recommended that the standard "Forest Road Crossing Permit" be approved and that the Secretary be authorized to sign it in behalf of the Commission. The Commission approved his recommendation.

The Commission considered a request from the City of Portland for renewal of an Accident Coding Agreement with the City for a 5-year period from January 1, 1963, through December 31, 1968. The Engineer explained that this arrangement has been in effect for a considerable number of years under the Highway Planning Survey Program and provides data on accidents occurring within the city of Portland. Three State Highway employees are normally employed at the Portland City Hall to perform the coding services. The City provides office space and pays to the State Highway Department the sum of \$300 per month in return for which it is furnished accident data that has been compiled. Based upon the Engineer's favorable recommendation, the Commission approved extension of the agreement for a 5-year period and authorized the Secretary to sign it in their behalf.

The Engineer stated that following the hurricane on October 12, 1962, numerous requests were received from cities and counties for help in cleaning up down trees and other debris. Assistance rendered by the State Highway Department, he said, amounted to slightly more than \$8,000. He recommended that there be sent to each agency which had received assistance a statement showing what was done. It should be understood, he continued, that the statement is not to be in the form of an invoice; it is being presented merely to show work performed and is not to be construed as a request for payment. He mentioned that aid had been rendered to the City of Salem in excess of \$3,000. The Commission approved his recommendation.

Consideration was given to a request made by John K. Hubbard that the State improve the existing frontage road and extend it through the Hubbard property at Reedsport to connect with a street. The Engineer recalled that about 10 years ago when right of way had been acquired from Mr. Hubbard, a provision in the deed required construction of a frontage road, and the frontage road had been constructed as stipulated. It was the Engineer's opinion that the State had fulfilled its obligation when the original frontage road had been constructed in accordance with the terms of the deed, and he recommended that the request be denied. In discussing this matter, Commissioner Simpson inquired as to what reasons Mr. Hubbard had presented in making his request. The Engineer replied that he plans to develop a residential area and a hospital, and a frontage road is needed to service these areas. The Commission denied the request.

The Commission considered a petition submitted by the Rufus Grange opposing the adopted route of the Columbia River Highway between Rufus and the Deschutes River in Sherman County. The Engineer pointed out that prior to adoption of this route, careful study had been made of two feasible routes: one northerly and one southerly of the Union Pacific Railroad. The cost of

the southerly route was in excess of \$2,000,000, greater than the northerly route, and contained other undesirable features. A public hearing was held in Moro according to law and no objections were raised at the hearing. Considerable expenditures have already been made on the adopted route, and as it does not appear to be in the public interest to change the route, he recommended that the Commission continue with the adopted plan. Commissioner Simpson inquired as to the basis of the objection to the adopted route. The Engineer replied that the petitioners felt that the other route would provide better economic help in the area. Commissioner Fridley commented that recently he had discussed an agreement with the Sherman County Court which at the time appeared to satisfy them. The agreement is now in the County Court's hands, but has not yet been returned. The Commission approved the Engineer's recommendation to retain the adopted route.

Chairman Jackson expressed a few words of welcome to Mr. Lloyd P. Shaw, newly appointed Assistant State Highway Engineer.

The Commission signed or authorized the Secretary to sign the following papers:

"Indenture of Access" to the Alma Lenore Fields property on the Firwood Creek-Cedar Creek Unit of the Sandy-Forest Boundary Section of the Mt. Hood Highway.

"Indenture of Access" to the Richard E. and Betty Ann Hutson property on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County.

"Indenture of Access" to the Earl W. and Geraldine M. Etters property on the Medford-Phoenix Section of the Pacific Highway in Jackson County.

"Indenture of Access" to the Wilson and Lena Bobb, Sr., property on the Otis Junction Interchange Section of the Oregon Coast Highway in Lincoln County.

"Indenture of Access" to the W. H. and Ellen Gonyea property on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Indenture of Access" (Grant of Access) to Coos County for a parcel of land on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County.

"Indenture of Access" to the Sky View Memorial Park, Inc., property on the Middle Unit of the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

"Agreement" with the Union Pacific Railroad Company giving State entry into its property in Albina to make surveys for the north approach to the Fremont Bridge.

"Agreement and Indenture" with Southern Pacific Company covering the overcrossing of the Southern Pacific Company's tracks by the west approach to the Marquam Bridge over the Willamette River in Portland.

"Bargain and Sale Deed" to Arthur G. Dahl for a parcel of land on the Portland-Oregon City Section of the Pacific Highway East in Clackamas County.

"Bargain and Sale Deed" to W. L. Jackson and Audrey Jackson for a parcel of land on the Mitchell-John Day Section of the Ochoco Highway in Wheeler County.

"Bargain and Sale Deed" to Donald Seymour Blair and Barbara Tomlinson Blair for a parcel of land on the Hawthorne Br.-S. W. Seymore St. Section of the Pacific Highway in Multnomah County.

"Bargain and Sale Deed" to Julius G. and Mildred A. Winterfield for a parcel of land on the Washburn-No. Plains Section of the Wilson River Highway in Washington County.

"Indenture of Access" to the Delpha E. and James Mills; Marlene J. and Marion Eugene Berg; Myrtle Markham; La Velle and Albert W. Partlow property on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow County.

"Agreement" with the Congregation Shaari Torah Synagogue in Portland for property on the Sunset Interchange-Marquam Bridge Section of the Stadium Freeway, Multnomah County.

"Agreement" with Bonneville Power Administration covering the State's right of way across their property on the Cottage Grove-Drain transmission line on the Comstock-Anlauf Section of the Pacific Highway in Douglas County.

"Consent to Vacation" covering the request of Sunset Hills Memorial Park to the vacation of an unnamed road from the northerly right of way line of the Tualatin Valley Highway through the right of way of the Sunset Highway and extending northerly thereof, in Washington County.

"Permit" with the Spokane, Portland and Seattle Railway Company authorizing the State to place a conduit under the Company's right of way and tracks to carry electrical power to the Youngs Bay drawbridge on the Oregon Coast Highway in Clatsop County.

"Supplemental Throughway Agreement" with Linn County covering the North Jefferson Junction-Southern Pacific Overcrossing Section of the Pacific Highway to correct a description of a county road closure near easterly end of east leg of South Jefferson Junction Interchange.

"Agreement" with Surprise Valley Electrification Corporation to furnish power for State's radio transmitter near Adel.

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"Agreement" with Champ Bond for plowing snow at a certain time and days on Haines-Anthony Highway. Agreement to run until June 15, 1963.

"Agreement" with State Fish Commission covering construction of a fish ladder on Fall Creek under the Wilson River Highway.

"Forest Road Crossing Permit" with Boise Cascade Corporation covering crossing by the Corporation's trucks of the Wallowa Lake Highway, approximately 3 miles south of Enterprise with oversize, overweight loads of timber.

There being no further business to consider, the meeting was adjourned by the Chairman at 11:15 a.m.

Orville Cooper
State Highway Engineer

W. L. Jackson
Chairman

K. N. Bradley
Commissioner

Floyd Query
Secretary

David B. Simpson
Commissioner

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