

Salem, Oregon
January 22, 1963

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

Mr. Gordon A. Barker, Deputy State Treasurer, was also present in connection with the opening of bids for the sale of highway bonds.

The Commission approved a portion of the minutes of the meeting held in Medford on December 20, 1962, pertaining to the Commission's action on that date concerning sale of \$12,000,000 Oregon State Highway Bonds, Series 1963, authorized by Chapter 345 of the 1961 Session Laws, for construction of a bridge across the Columbia River at Astoria. Chairman Jackson announced that bids would be opened and read this morning for the sale of \$12,000,000 Highway Bonds, Series 1963, and the Commission would announce its action on the sale prior to noon.

Mr. Gordon A. Barker, Deputy State Treasurer, read the following bids:

BANK OF AMERICA N.T. & S.A.
THE FIRST BOSTON CORPORATION
AND ASSOCIATES

\$ 2,400,000.00 par value maturing March 1, 1966 to March 1, 1971
inclusive, bearing interest at 4%

\$ 800,000.00 par value maturing March 1, 1972 to March 1, 1973
inclusive, bearing interest at $2\frac{1}{2}\%$

\$ 1,200,000.00 par value maturing March 1, 1974 to March 1, 1976
inclusive, bearing interest at 2.60%

\$ 1,200,000.00 par value maturing March 1, 1977 to March 1, 1979
inclusive, bearing interest at 2.80%

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\$ 1,200,000.00 par value maturing March 1, 1980 to March 1, 1982 inclusive, bearing interest at 2.90%

\$ 1,600,000.00 par value maturing March 1, 1983 to March 1, 1986 inclusive, bearing interest at 3%

\$ 1,600,000.00 par value maturing March 1, 1987 to March 1, 1990 inclusive, bearing interest at 3.10%

\$ 1,600,000.00 par value maturing March 1, 1991 to March 1, 1994 inclusive, bearing interest at 3.20%

\$ 400,000.00 par value maturing March 1, 1995 bearing interest at 1/10 of 1%

and we will pay \$11,766,775.00 and accrued interest to date of delivery.

Estimated Net Interest Cost \$6,276,025.00--Effective Interest Rate 2.9885%

	<u>Net Interest Cost</u>	<u>Effective Interest Rate</u>
First National City Bank Harris Trust & Savings Bank The First National Bank of Oregon, Portland And Associates	\$ 6,316,564	3.0078%
The First National Bank of Chicago Morgan Guaranty Trust Company of New York Account Managers, and Associates	6,427,699	3.060809%
C. J. Devine & Co. Halsey, Stuart & Co., Inc. Smith, Barney & Co. Continental Illinois National Bank and Trust Co., of Chicago And Associates	6,442,200	3.0677%

The Right of Way Engineer presented for consideration options, pages 1 through 4, 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, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Right of Way Resolution No. 1."

Direct sale of 1.86 acres to Mr. W. Marion Hubbs, File No. 21056, on the Port Orford-Brush Creek Section of the Oregon Coast Highway in Curry County was brought up by the Right of Way Engineer. He explained that Mr. Hubbs already owns the adjoining property, and because of geographic reasons it is not feasible to call for public sale. Under the proposed terms of the sale, Mr. Hubbs will be allowed to change the location of an existing access at his expense but no additional access is to be granted. Mr. Hubbs also is to relocate the right-of-way fence and pay the State for the cost of staking the right of way, which, he estimated, might be \$75 to \$100. The proposed sale price of \$200, he added, is based on an appraised value, and he recommended that the sale be approved. The Commission approved the sale.

The Commission also considered a proposed direct sale to the City of Portland for the Portland E-R Commission of the State's 40% interest in three parcels of land on the Interstate Avenue-Steel Bridge Section of the Pacific Highway West in the city of Portland, Multnomah County, File Nos. 10141 and 10142. The proposed sale price of \$4,560, the Right of Way Engineer stated, represents the State's share of the initial cost of the land plus landscaping improvements. No access is to be granted to Hassalo Street or to the Williams Avenue Ramp to the Steel Bridge. The purchaser, under terms of the sale, is to maintain in an operative condition the water system supplying sprinklers on other adjoining areas under jurisdiction of the City and the State. Also, the deed is to contain a public use clause. It was the Right of Way Engineer's recommendation that the three parcels, containing 5,610 square feet, be sold to the City of Portland for \$4,560. The Commission approved the sale by adopting 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. 380."

In connection with this sale, the Right of Way Engineer requested that the Commission give its consent to vacate a portion of North Larrabee Street. The interest of the State, he added, will not be hurt by the proposed vacation. The Commission approved the street vacation and authorized the Secretary to sign a "Consent" form in behalf of the Commission.

Three "Indentures" were presented by the Right of Way Engineer providing for changes of points of access from private properties to state highways. These changes, he stated, are proposed for the convenience of the property owners and for the safety of the traveling public. All changes are consistent with departmental policies concerning access in the area and have been approved at the administrative engineering level. The Commission approved the following access revisions:

- (1) Bateman property, File No. 32578, on the McMullen Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, involving a change of location of four points of access, each point being 25 feet in width and unrestricted as to use.

- (2) Powrie property, File No. 31264, on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County involving a change of location of two points of access, 25 feet in width and unrestricted as to use.
- (3) Stout property, File No. 30854, on the Cummings Pass-Fossil Unit on the Mayville-Fossil Section of the John Day Highway in Wheeler County, involving a change of location of six points of access unrestricted as to use and the cancellation of two points of access.

Cancellation of two "Indentures of Access" with O. H. Hinsdale and wife on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County, File No. 20605, was requested by the Right of Way Engineer. He explained that the Hinsdale Slough-Luder Creek Section project was surveyed and constructed by the Bureau of Public Roads, and the two "Indentures" previously approved show locations which are not on the Hinsdale property. The Commission accepted his recommendation that the "Indentures" be revoked and that the prior approval given by the Commission on November 27, 1961, and August 9, 1962, by rescinded.

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

- (1) Stone base and oiling on North Unit, Westfall-Harper Section of Westfall-Harper County Road, Malheur County. Bids received December 18, 1962. Contract No. 6205 awarded December 26, 1962, to C. E. Leseberg, Nyssa, low bidder.
- (2) Grading the Alameda Mine-Dean Placer Section of FAS 594, Josephine County. Bids received December 18, 1962. Contract No. 6206 awarded December 28, 1962, to Buswell Bros., Gold Beach, low bidder.
- (3) Construction of K.I.D. "A" Canal Bridge on Washburn Way, Klamath County. Bids received December 18, 1962. Contract No. 6207 awarded January 7, 1963, to Inter-City Construction Co., Eugene, low bidder.
- (4) Grading and oiling the Remote-Slater Creek Section of Coos Bay-Roseburg Highway, Coos and Douglas Counties. Bids received December 18, 1962. Contract No. 6208 awarded January 8, 1963, to C. R. O'Neil, Creswell, low bidder.

- (5) Grading the Blalock-Arlington Section of Columbia River Highway, Gilliam County. Bids received December 18, 1962. Contract No. 6209 awarded January 8, 1963, to Peter Kiewit Sons' Company, Vancouver, Washington, low bidder.

An increase of \$96,825 (5.32%) in the project authorization for Contract No. 5812, on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, was requested by the Engineer. The major reason for the overrun, he stated, was the need for an additional three-inch lift of asphaltic concrete pavement on the southbound lanes between Metz Hill Road and North Oakland. The additional thickness was necessary to prevent possible deterioration of the pavement surface. The Bureau of Public Roads, he added, has concurred in this additional paving. Small slides and extra engineering costs caused by the job being held over two winter seasons also contributed to the overrun. Following his favorable recommendation, the Commission approved the increase.

A gift to the State of a 15-acre tract of land by Mrs. Ruth McBride Powers on the Powers Secondary Highway in Coos County was reported by the Engineer. He recalled that several years ago an attempt had been made to secure the land for a timbered wayside, but an agreement could not be reached on the price so the acquisition was held in abeyance. Since that time, Mr. Albert H. Powers has passed away, and his widow has donated the 15-acre tract of myrtle trees with the request that it be known as the "Albert H. Powers Memorial Park." He recommended that the gift be accepted and that it be named the "Albert H. Powers Memorial Park." 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 "State Parks Resolution No. 3-4t." The Commission also instructed the Secretary to send an appropriate letter of appreciation to Mrs. Powers.

An investigation, the Engineer stated, had been made concerning potential traffic hazards on the Goshen-Divide Highway, being a portion of the old Pacific Highway, in the vicinity of the Weyerhaeuser Lumber Company Mill, south of Cottage Grove. As a safety measure, he recommended that a 45 mile-per-hour speed zone be established on the Goshen-Divide Highway between a point 425 feet north of the main entrance to the Lumber Company and a point 100 feet south of the main entrance to the Lumber Company. The Commission approved his recommendation 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 "Speed Zone Resolution No. 383."

The Engineer called to the Commission's attention that for the past several years, the Commission has carried an employees' "blanket" bond in the amount of \$50,000 covering the faithful performance of State Highway employees and the accounting of all monies and property handled by them. Although the bond is continuous in form, the premium payment for the present

three-year period expires March 14, 1963. The Department of Finance and Administration has indicated that it wishes to receive bids for this bond. He recommended that he be given authority to request the Department of Finance and Administration to call for bids for continuation of the coverage provided by this bond for a three-year period beginning March 14, 1963. The Commission granted the authority.

Attention was given to an agreement with Clatsop County covering abandonment of old sections of the Astoria Airport Section of the Oregon Coast Highway in Clatsop County. The project, the Engineer stated, was constructed in 1944-1945 to make room for expansion of the U.S. Naval Airbase, but the old sections have never been formally eliminated from the State Highway system. He recommended that the agreement be approved, whereby Clatsop County will take over as part of its road system two portions of the old Oregon Coast Highway just westerly from the Lewis and Clark River. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An "Indenture of Easement" and a construction agreement with Southern Pacific Company covering the Grand Avenue Viaduct in southeast Portland were presented by the Engineer. This viaduct, he continued, connects McLoughlin Boulevard to the Grand Avenue-Union Avenue one-way couplet. Following his favorable recommendation, the Commission approved the easement and agreement.

The Engineer reported that Contract No. 5871 for highway construction had been completed in accordance with the requirements of the contract or modification thereof and said contract is now ready for acceptance by the Commission. After due consideration, the Commission accepted the contract 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. 119."

The Chairman instructed that the next regular Commission meeting on January 31 which is to be held in the State Highway Building in Salem, start at 10:30 a.m., and that delegations be heard after lunch.

The Chief Counsel stated that Richard Bemis, Joseph Hershberger, and Jack Sollis, Attorneys, are being recommended for regular step increases effective February 1, 1963, subject to approval by the Attorney General. The Commission approved the increases as follows:

Name	Present Salary	Recommended Salary
Richard C. Bemis	\$775	\$810
Joseph Hershberger	\$625	\$685
Jack L. Sollis	\$625	\$685

Authority was requested by the Chief Counsel to send 10 employees engaged in right of way work to attend a MAI 1 appraisal course conducted by the American Institute of Real Estate Appraisers in cooperation with Portland State College February 3-16, 1963, at Portland State College. He estimated the cost at approximately \$115 for each person attending. The Commission approved attendance of the right of way men as requested.

At 10:35 a.m., Mr. Barker, Deputy State Treasurer, announced that the bidders' computations had been checked and the low bidder was the Bank of America N.T. & S.A. The First Boston Corporation and Associates. The Chief Counsel mentioned that the written opinion of the bond attorneys had not been received and award of the sale of the bonds should be made subject to receipt of the written opinion of the bond attorneys, Shuler, Sayre, Winfree and Rankin, as to legality of the bond issue. A motion was made by Chairman Jackson, seconded by Commissioner Fridley, and made unanimous by Commissioner Simpson that the bid of Bank of America N.T. & S.A. The First Boston Corporation and Associates for \$12,000,000 of Oregon State Highway Bonds, Series 1963, be accepted contingent upon receipt of the written opinion of the bond attorneys as to legality of the bond issue. The Commission also instructed that the unsuccessful bidders' deposit checks be returned.

The Commission signed or authorized the Secretary to sign the following papers:

"Indenture of Access" to the Aubrey R. and Dora E. Bateman property on the McMullen Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the Robert E. and Imogene Powrie property on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the J. E. and Jewel M. Stout property on the Cummings Pass-Fossil Unit of the Mayville-Fossil Section of the John Day Highway in Wheeler County.

"Construction Agreement and Easement" with the Southern Pacific Company covering the Grand Avenue Viaduct in southeast Portland.

"Consent to Vacation" with City of Portland covering the vacation of a portion of North Larrabee Street.

"Abandonment Agreement" with Clatsop County whereby the county will take over as part of the county road system, two units or segments of the old Oregon Coast Highway just westerly of the Lewis and Clark River.

There being no further business to conduct, the meeting was declared adjourned by the Chairman at 10:50 a.m.

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

K. N. Fridley
Commissioner

Floyd Query
Secretary

David B. Simpson
Commissioner

January 22, 1963

Salem, Oregon
January 31, 1963

The Oregon State Highway Commission met in regular session at 10:40 a.m., in the Conference Room of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, 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
Floyd Query, Secretary

Mr. A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads, was also present.

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, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Right of Way Resolution No. 2."

The Property Manager's report covering sales of miscellaneous properties and rental receipts was presented by the Right of Way Engineer. Briefly, he mentioned that for December, 1962, miscellaneous sales totaled \$14,925, rental receipts totaled \$9,811.59, and rental receipts for January, 1963, totaled \$11,178.89. He also called the Commission's attention to an annual report prepared by the Property Manager showing total receipts from rentals and sales of buildings, equipment, land and timber for 1962 in the amount of \$1,119,337.05. The Commission accepted the reports.

Authority was requested by the Right of Way Engineer to offer at public sale parcels of highway right of way which are no longer needed for highway purposes. Concerning the proposed sale of 1,365 square feet of land at 10th and Hoyt Streets on the Columbia River Highway (Banfield Freeway) in Portland, the Right of Way Engineer recommended that the property not be sold at this time. The Engineer pointed out that it may be necessary to widen this section of the Banfield Freeway and that action on the sale should be deferred until completion of the Portland Metropolitan Traffic Study. He also pointed out that sale of this piece of property involves vacation of parts of two streets, which parts might have to be purchased when the highway is widened. In response to the Chairman's question as to who wished to

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purchase this property, the Right of Way Engineer stated that the property was originally purchased from the Lloyd Corporation and they have evidenced an interest in reacquiring it, but it is not known whether they wish to use the property immediately or hold it for future use. The Commission accepted the joint recommendation of the Right of Way Engineer and the State Highway Engineer that the property not be offered for sale at this time and instructed that the Lloyd Corporation be advised of the reasons for not selling.

The Commission authorized public sale of the following parcels of excess real property 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 "Real Property Resolution No. 382":

- (1) 2,145 square feet of land, File No. 18797, on the Springfield Section of the McKenzie Highway, Lane County, for not less than \$1,075 and with one point of access to the McKenzie Highway, 25 feet in width and unrestricted as to use. (See "Real Property Resolution No. 382.")
- (2) 2.3 acres, File No. 12212, on the Tumalo-Deschutes Highway in Deschutes County, for not less than \$250 and with no sales restrictions.

An agreement with Bonneville Power Administration concerning two crossings of their power line easement by the new interstate highway (Pacific Highway) between Albany and Judkins Point was presented by the Right of Way Engineer. This agreement, he stated, is in line with the basic policy established August 19, 1960, concerning crossing conflicts between highway and power line facilities. Following his favorable recommendation, the Commission approved the agreement.

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. 1731 through 1750."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation," for January 31, 1963, in the Secretary's Office.)

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A written report of cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He called particular attention to the Iva Cox, et vir., property which had been condemned for acquisition as a part of Floras Lake State Park in Curry County. The State before filing a complaint had offered \$2,150 for this property. The State's highest witness at the trial placed a value of \$4,000 on the property, and the defendant's lowest demand prior to the trial was in the amount of \$5,000. The jury awarded a verdict in the amount of \$12,500 plus \$2,375 for attorneys' fees. The Chief Counsel commented that the property would be a desirable addition to the State park, but it is not necessary to its operation. He recommended that the property not be acquired for the verdict amount. The Commission accepted his recommendation 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 "Condemnation Resolution No. 1598b." The Commission also accepted the Chief Counsel's report on other cases tried, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4163 Doris C. Becker, et al.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$ 9,237.00	\$18,000.00	\$11,000.00
L-4153 H. H. Driskell, et al.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	500.00	4,500.00	2,400.00
L-4101 William Still, et ux.	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp Spur	2,250.00	None Made	2,250.00
L-4185 Iva Cox, et vir.	Curry	Oregon Coast	Floras Lake State Park	2,150.00	5,000.00	12,500.00
(January 31, 1963, the Commission elected not to take the Cox property)						
L-3950 Lucy Haines Leffler, et al.	Douglas	Elkton-Sutherlin	North Unit, Kellogg Bridge-Tyee Bridge	1,540.00	5,000.00	4,000.00
L-3867 Edgar D. Gurney, et al.	Lane	Siuslaw	Florence-Cushman	100.00	None	100.00

(Continued on next page)

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(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3992 Pat Clarizio, et ux.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	\$15,705.00	\$25,000.00	\$21,250.00
L-3882 Peter L. Carstensen, et al.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	950.00	1,200.00	1,200.00
L-4025 Harry M. McDaniel, et ux.	Yamhill	Three Mile Lane	Salmon River Jct.-East McMinnville Jct.	1,000.00	10,000.00	6,000.00
L-4030 J. L. Wilcox, et al.	Yamhill	Three Mile Lane	Salmon River Jct.-East McMinnville Jct.	2,650.00	10,000.00	5,300.00

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-2912 Doris Robinson	State	Linn	Inverse Condemnation	\$ 1,400.00	-----
L-2913 Archie Wilson, et ux.	State	Linn	Inverse Condemnation	1,200.00	-----
L-2914 Ray Travnick.	State	Linn	Inverse Condemnation	4,790.90	-----
L-2915 Ellis Wilson, et ux.	State	Linn	Inverse Condemnation	750.00	-----
L-2916 J. C. Travnick, et ux.	State	Linn	Inverse Condemnation	1,640.00	-----
L-2917 Leonard Ross, et ux.	State	Linn	Inverse Condemnation	1,125.00	-----

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(Report of Trial of Other Cases - Cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-3907 Rex Ayers	State	Multnomah	Breach of Contract	\$32,320.00 (1st count) 5,904.54 (2nd count)	-----
L-4202 Walter F. Schenck	Century 21 and State	King	Damages for personal injuries (State of Washington)	20,000.00	-----

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4165 C. Stanley Lloyd	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$ 2,100.00	\$ 6,720.00	\$ 2,680.00
L-3849 James R. Walker	Curry	Oregon Coast	Myers Creek-Brookings	18,935.00 (178.3 ac.)	40,000.00 (148.3 ac.)	25,000.00 (148.3 ac.)
L-4005 Hazel Micheaux, et al.	Multnomah	Pacific	Russell Street-Curry St.	2,500.00	None	2,500.00
(Re-trial of the same case after appealed to Supreme Court. Original verdict in January, 1962, \$28,430.00)						
L-4075 David Horenstein, et ux.	Multnomah	Stadium Freeway	Sunset Interchange-Marquam Bridge	24,000.00	24,000.00	30,000.00
L-4175 Lucretia Colasuonna, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	19,000.00	27,000.00	25,000.00
L-4084 Joseph Wilson Dodd, et al.	Wasco	The Dalles-Tygh	Grade California Summit-Butler Canyon	1,300.00	5,000.00	1,750.00

(For additional details see the Chief Counsel's letter dated January 25, 1963, entitled, "Report of Cases Tried," and his letter dated January 30, 1963, entitled, "Supplemental Report of Cases Tried," in the General Files in the Commission's Office in Salem.)

In discussing proposed acquisition for the development of Floras Lake State Park in Curry County, the Chief Counsel recommended that condemnation proceedings previously authorized for the acquisition of property from Hanson, File R-34258, and from Genevieve R. Stewart, File R-34260, be dismissed as the property is not needed in the immediate future. The State Parks and Recreation Advisory Committee have been consulted regarding the properties for Floras Lake State Park and they concurred in the Chief Counsel's recommendation. The Commission accepted his recommendation 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 "Condemnation Resolution No. 1598a." However, the Chief Counsel stated, in the instance of the Stewart case, it appears that the property may be acquired by negotiation in line with appraised value. The Commission authorized negotiation for acquisition of the Stewart property if it can be acquired at a reasonable price.

The Chief Counsel also presented a written report on cases which have been settled out of court since the last Commission meeting. These settlements, he stated, are based on careful appraisals which in some instances have been revised due to changed conditions. He mentioned the case of John Barry, Claremont Investment Co., et al., File No. R-32918, on the Beaverton-Tigard Highway in Washington County, in which the State had made an offer of \$210,000. Reappraisals made at a later date indicated a value between \$270,000 and \$282,500. The Bureau of Public Roads requested a third appraisal. The figure secured was \$273,200. A settlement has been agreed upon with the owners of the property for \$282,500; and the Bureau of Public Roads has approved this amount. Following his favorable recommendation, the Commission approved settlement of 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-3603 Andrew Stambuck, et al.	Douglas	Pacific	Rice Hill-North Oakland	\$ 1,500.00 for access control only	\$ 5,000.00 total taking of 50 acres
L-4011 Richmond Tank & Car Mfg. Co.	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	5,900.00	5,900.00
L-4027 Homer McKenzie, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	2,060.00	2,500.00
L-4206 W. M. Hays, et al.	Yamhill	Pacific West	Rex Hill-Newberg	2,600.00	2,600.00

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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-4112 Alsea Hawley	Lane	Pacific	Cottage Grove-Divide	\$ 1,330.00	\$ 750.00
			(Settlement less than offer due to agreement to construct watering facility and cattle passageway estimated to cost \$500)		
L-3802 George Frichtl, et al.	Linn	Mehama-Mill City	Mill City Bridge	200.00	500.00
			(Appraisal revised to \$450)		
L-3912 Dorothy R. McNulty, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	680.00	1,100.00
L-4096 John Barry, Claremont Investment Co., et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	210,000.00	282,500.00
			(Appraisal revised to \$282,500)		
L-4174 The Diocese of Oregon, et al.	Coos	Coos Bay-Roseburg	Myrtle Point	625.00	1,750.00
			(Information secured after appraisal indicated damages not previously considered.)		
L-4227 Cleo F. Forsythe, et al.	Coos	Coos Bay-Roseburg	Remote-Rock Creek	240.00	240.00
L-3009 Harry Williamson, et al.	Wallowa	Wallowa Lake	Minam-Rock Creek	75.00	350.00
			("access to be allowed, the location and specifications for approach to be subject to approval of Highway Engineer")		
L-4026 Helen F. Long, et al.	Douglas	Roseburg-Melrose-Umpqua County Road	Bellows Street-Madrona Street	10,000.00	13,500.00
			(Review appraisal indicated a value of \$13,375.)		
L-3705 V. L. Quackenbush, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	1,245.00	2,100.00
			(original tak-(plus interest) ing)		
			(This was erroneously presented and approved November 1, 1962, in same amount but without interest.)		

(Continued on next page)

January 31, 1963

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4049 John L. Book, et al.	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	\$ 350.00	\$ 1,050.00
(Later appraisal indicated value of \$930)					
L-4215 Dine Rosen, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	76,500.00	80,000.00
L-4076 James C. Powers, et al.	Multnomah	Pacific	Fremont Interchange-Marquam Bridge	12,900.00	13,500.00
L-4179 Abe Zusman, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	10,000.00	10,500.00
L-4205 Lena Buchwach, et vir.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	11,250.00	12,000.00
R-32044 Raymond Sadis, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	11,500.00	12,000.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4087 Yonia Glantz, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	\$12,000.00	\$13,000.00
L-4099 Elwood M. Brown, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	15,600.00 (including house)	12,500.00 (owner to retain & remove house)
(Salvage value of house estimated at \$2,750 by Property Manager.)					
L-4100 Edward C. Hunziker, et ux.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	40,300.00	42,500.00

(Continued on next page)

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(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4217 Laverne Fenton Foser, et al.	Yamhill	Pacific West	North Yamhill River-McMinnville	\$ 2,300.00	\$ 2,800.00
L-4228 Frank F. Katzan, et al.	Multnomah	Pacific	Fremont Interchange-Marquam Bridge	13,000.00	13,600.00
R-33656 S. Gorham Babson, et al.	Multnomah	Pacific	Fremont Interchange-Sunset Interchange Stadium Freeway	95,000.00	100,000.00
R-33777 Alberta M. Christy	Multnomah	Sunset	Highlands Interchange-Stadium Freeway	5,650.00	6,325.00
R-33974 Donald E. Brickley, (Heintz), et al.	Multnomah	Pacific	Fremont Interchange-Marquam Bridge	20,000.00	21,000.00
L-4081 Arthur O. Anderson, et al.	Douglas	Pacific	Yoncalla-Rice Hill	2,400.00	8,750.00

(Later appraisal indicated value of \$8,650.)

L-3983 The May Hardware Co., et al.	Multnomah	Pacific East	Grand Avenue	10,750.00	13,500.00
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(Review appraisal made at \$15,000.)

L-4037 McMinnville Brick Co.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	1,600.00	3,500.00
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(Review appraisal made at \$2,600.)

L-4048 James S. Weber, et al.	Baker	Baker-Homestead	Middle Bridge Road-Love Bridge	5,650.00	9,840.00
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(Updated appraisal indicated value of \$8,900.)

(Continued on next page)

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(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4018 John L. Hawkins, et al.	Deschutes	Smith Rock	State Park	\$ 760.00	Gift no consideration

(Offered to convey land for park purposes conditioned upon State stipulating that the value for park purposes would be \$7,600. Fee appraisal obtained indicating value up to \$7,600.)

REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
L-3905 Morrison-Knudsen Co., Inc.	State	Curry removed to Marion	Breach of Construction Contract	\$147,800.00	\$35,000.00

(Plaintiff claims breach for failure to pay additional compensation for increased costs as a result of alteration in details of construction. Settlement for additional costs seems reasonable.)

(For additional details, see the Chief Counsel's letter dated January 25, 1963, entitled, "Report of Cases Settled," and his letter dated January 30, 1963, entitled, "Supplemental Report of Cases Settled," in the General Files of 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:

ANLAUF-YONCALLA JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-34855 - Robert S. Galloway, et ux. Parcel No. 1: 0.41 acre for right of way purposes; Parcel No. 2: 0.04 acre for right of way purposes. Offer of \$1,750.00 approved by Mr. Jackson, January 24, 1963.

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

R-34443 - Arvo J. Salo, et al. 2,325 square feet for right of way purposes. Offer of \$2,800.00 approved by Mr. Simpson, January 18, 1963.

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

R-34454 - Hannah Olson, et al. 4,750 square feet for right of way purposes. Offer of \$1,650.00 approved by Mr. Simpson, January 24, 1963.

R-34456 - Sylvia Reiter, et al. 150 square feet for right of way purposes. Offer of \$500.00 approved by Mr. Simpson, January 24, 1963.

R-34457 - Reino Niemi, et al. 2,120 square feet for right of way purposes. Offer of \$875.00 approved by Mr. Simpson, January 14, 1963.

R-34461 - Mauri Pesonen, et ux. 3,030 square feet for right of way purposes. Offer of \$6,350.00 approved by Mr. Simpson, January 18, 1963.

R-34471 - Uno Makey, et ux. 0.23 acre for right of way purposes. Offer of \$11,500.00 approved by Mr. Simpson, January 11, 1963.

BARRON CREEK-SISKIYOU SUMMIT SECTION OF THE PACIFIC HIGHWAY

R-34878 - V. L. Burns, et al. 3.8 acres for material source. Offer of \$190.00 approved by Mr. Jackson, January 15, 1963.

BULLARDS BEACH STATE PARK

R-30461 - Christine E. Evans, et vir. 89.46 acres for park purposes. Offer of \$33,000.00 approved by Mr. Jackson, December 27, 1962.

R-30462 - Allen B. Evans, et ux. Parcel No. 1: 4.0 acres for park purposes; Parcel No. 2: 1.0 acre for park purposes. Offer of \$13,500.00 approved by Mr. Jackson, December 27, 1962.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-33498 - Miller Products Company, et al. Parcel No. 1: 0.33 acre for right of way purposes; Parcel No. 2: 0.25 acre for right of way purposes. Offer of \$40,165.00 approved by Mr. Simpson, December 26, 1962.

ELBOW POINT-SLATER CREEK SECTION OF THE COOS-BAY ROSEBURG HIGHWAY

R-35090 - Gerald L. Looney, et al. 43.0 acres for right of way purposes. Offer of \$4,900.00 approved by Mr. Jackson, January 9, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32044 - Raymond Sadis, et ux. 2,500 square feet for right of way purposes. Offer of \$11,500.00 approved by Mr. Simpson, January 11, 1963.

R-32337 - Georgianna Louise Dixon, et al. 15,904 square feet for right of way purposes. Offer of \$85,300.00 approved by Mr. Simpson, January 14, 1963.

R-33657 - Thirteenth and Main Corporation, et al. 10,000 square feet for right of way purposes. Offer of \$125,000.00 approved by Mr. Simpson, January 15, 1963.

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

R-33659 - Fisch-Or, Inc., et al. 10,430 square feet for right of way purposes. Offer of \$300,000.00 approved by Mr. Simpson, December 21, 1962.

R-33672 - Dorothy L. Kliks, et vir. 5,000 square feet for right of way purposes. Offer of \$124,000.00 approved by Mr. Simpson, January 23, 1963.

R-33691 - Nemer Investment Co., et al. 10,000 square feet for right of way purposes. Offer of \$33,000.00 approved by Mr. Simpson, December 21, 1962.

R-33974 - Donald E. Brickley, et al. 5,238 square feet for right of way purposes. Offer of \$20,000.00 approved by Mr. Simpson, January 7, 1963.

R-34080 - Frank F. Katzan, et al. 2,964 square feet for right of way purposes. Offer of \$13,000.00 approved by Mr. Simpson, December 26, 1962.

R-34112 - Sophie Fain, et vir. 281 square feet for right of way purposes. Offer of \$5,750.00 approved by Mr. Simpson, January 7, 1963.

R-34136 - Esther G. Houston, et vir. 1,298 square feet for right of way purposes. Offer of \$8,900.00 approved by Mr. Simpson, December 21, 1962.

GOLD BEACH-CAPE SEBASTIAN SECTION OF THE OREGON COAST HIGHWAY

R-35149 - Glenn Dexter, et ux. 0.6 acre for right of way purposes. Offer of \$600.00 approved by Mr. Jackson, January 7, 1963.

R-34150 - Asa R. Renner, et ux. 0.5 acre for right of way purposes. Offer of \$850.00 approved by Mr. Jackson, December 20, 1962.

HAINES ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-33744 - Reta V. Eggers, et al. 13,938 square feet for right of way purposes. Offer of \$1,550.00 approved by Mr. Simpson, January 14, 1963.

HOBSONVILLE-BAY CITY SECTION OF THE OREGON COAST HIGHWAY

R-34805 - Chris Hoffman, et al. 10,250 square feet for right of way purposes. Offer of \$1,700.00 approved by Mr. Simpson, January 18, 1963.

MEDFORD SECTION OF THE PACIFIC HIGHWAY

R-34823 - Mae A. Criswell, et al. 390 square feet for right of way purposes. Offer of \$910.00 approved by Mr. Jackson, January 11, 1963.

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NESKOWIN-SALMON RIVER SECTION OF THE OREGON COAST HIGHWAY

R-34881 - Lawrence Gnos, et ux. 0.76 acre for right of way purposes. Offer of \$235.00 approved by Mr. Simpson, January 11, 1963.

NORTH YAMHILL RIVER-McMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST

R-34245 - Thelma M. Marquis, et al. 0.7 acre for right of way purposes. Offer of \$1,950.00 approved by Mr. Simpson, January 14, 1963.

REMOTE-ROCK CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-34996 - L. B. Jennings, et ux. 9.65 acres for right of way purposes. Offer of \$2,210.00 approved by Mr. Jackson, December 26, 1962.

R-34998 - Henry D. Weathers, et al. 5.1 acres for right of way purposes. Offer of \$2,390.00 approved by Mr. Jackson, January 9, 1963.

R-34999 - Cleo F. Forsythe, et al. 0.15 acre for right of way purposes. Offer of \$240.00 approved by Mr. Jackson, December 26, 1962.

Orders received from the Public Utility Commissioner regarding railroad crossing matters in which the State Highway Commission has been a party were presented by the Chief Counsel. The Commission accepted the report which is summarized as follows:

PUX 426: Installation of electric traffic signals at the grade crossing of the Beaverton-Tualatin Highway (ORE 217) by Southern Pacific Company at Tigard. The order dismissed a complaint filed by taxpayers in the Tigard area as the grade crossing has now been signalized pursuant to an agreement dated June 29, 1962, between the Southern Pacific Company and the State Highway Commission.

PUX 427: Installation of electric traffic signals at the grade crossing of the Beaverton-Tualatin Highway (ORE 217) by Spokane, Portland and Seattle Railway (Oregon Electric) at Tigard. The order dismissed the complaint filed by taxpayers as the grade crossing has now been signalized pursuant to an agreement between the Oregon Electric Railway Company and the State Highway Commission dated June 29, 1962. This crossing and the Southern Pacific crossing in PUX 426 are in close proximity. The signals at each crossing are activated by inter-tied circuits so that an approaching train activates the signals on both crossings.

PUX 107: Application of Southern Pacific Company for authority to construct a main line track at grade across Evergreen Lane in the city of Gladstone and across Bakers Ferry Road, Carleton and Railway Streets, and First Street at Short Street in Park Place in Clackamas County. The Supplemental Order found that the grade crossing authorized at Bakers Ferry Road has been abandoned by action of Clackamas County in conjunction with State reconstruction and realignment of the Cascade Secondary Highway. The crossing is to be abandoned with a right of salvage to Southern Pacific Company in all signal equipment, surface materials, etc.

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PUX 398: Application of Medford Corporation for conversion of an existing private railroad crossing to a private truck road crossing across the existing Pacific Highway in Medford, known as the Pacific Highway Truck Road Crossing. The amended order concerns changes in signing of log truck crossing, a change in the color of the traffic signal, and an additional 2-light signal to control traffic on Table Rock Road.

A quarterly report of property damage claims made and collected by the Legal Division through October, November and December, 1962, was presented by the Chief Counsel. Collections during this period were \$6,688.26. Claims pending at the end of the period were \$69,660.03, and actions filed on damage cases were \$50,438.23. He called attention to a pending claim in the amount of \$39,774.83 for damage to the Grover Street Undercrossing of Pacific Highway West in Portland resulting from a fire of a tanker truck. He also mentioned a damage case in the amount of \$44,269.35 for construction of the Kellogg Bridge on Elkton-Sutherland Highway which bridge was knocked down. The Commission accepted the report.

The Commission considered an application from Standard Oil Company of California to develop and remove oil and gas by slant or directional drilling, but without the right to drill or otherwise use the surface, on about 97 acres of right of way on the Oregon Coast Highway and 11.4 acres in Bolon Island State Park in Douglas County. The proposed oil, gas and sulfur lease, the Chief Counsel stated, is the same type of lease which has been granted to other oil companies seeking similar rights. The details have been carefully scrutinized, and he recommended that the agreement be approved. The Commission approved the agreement.

A compromise settlement of a damage claim by the State against E. B. Moore, CAO 61-118 in the amount of \$275 was recommended by the Chief Counsel. The original amount of the claim, he stated, was for \$381. It was his opinion that settlement in the amount of \$275 would be better than taking the case to Court with the hazard of obtaining a small verdict. The Commission approved the settlement.

A report on the institution of legal proceedings filed by Central Paving Company against the State Highway Commission was presented by the Chief Counsel. The complainant seeks damages in the amount of \$44,213.71 as the first cause of action on Contract No. 5584 on the Davis Slough-Bullards Bridge Section of Oregon Coast Highway, Coos County, for extra costs in processing and segregating road building material. The second cause of action in the amount of \$274,630.66 arises out of the performance of slide correction work. The plaintiff claimed the manner in which he was required to do the work was more closely related to embankment excavation for which he bid \$1.25 per yard than general excavation for which he bid \$.40 per yard. In addition, the plaintiff claimed gross errors were made in measurement of quantities. Appropriate steps will be taken to defend the Commission. The Commission accepted the report.

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A brief oral report was presented by the Chief Counsel involving legal proceedings in the Casey and Stone v. Scenic Area Commission and Columbia River Gorge Commission. He explained that Casey and Stone, a sign board company, had filed action relative to a regulation adopted by the Scenic Area Commission restricting the erection of sign boards in the Columbia Gorge. At the request of the Columbia Gorge Commission one of the State Highway Attorneys had assisted them in winning the case.

Consideration was given to a request made by Georgia-Pacific Corporation for consent to an assignment of rights and obligations under two permits to Georgia-Pacific Pine Mills Company. One of these permits, the Chief Counsel stated, is known as "Permit Agreement No. 341," dated August 12, 1953, amended October 24, 1962, and expiring August 12, 1965, covering construction, maintenance and use of a logging road across state park land in Sec. 10, T. 6 S., R. 31 E.W.M., Umatilla County. The other permit pertains to "Miscellaneous Contract and Agreement No. 1344," dated August 1, 1952, amended August 7, 1961, and expiring August 25, 1964, covering construction, maintenance, and use of a logging road across a portion of the Ukiah-Dale Forest Wayside in Secs. 15 and 16, T. 6 S., R. 31 E.W.M. Based upon the Chief Counsel's favorable recommendation, the Commission approved the assignment of the permits to Georgia-Pacific Pine Mills Company, and authorized the Secretary to sign the assignment in their behalf.

Receipt of a "Notice of Proposed Improvement" by the Wasco County Court involving extension and improvement of the Shoughway Road in City of The Dalles was presented by the Chief Counsel. The estimated assessment to the State is \$3,919.36, or \$3.20 a frontage foot, for property owned by the State Highway Department. The Commission accepted his recommendation that no objection be made to the proposed improvement assessment.

The Commission considered a request from the City of Portland for consent of the Commission to vacate a portion of N. E. Cherry Court and N. E. McMillen Streets between N. Williams and N. Wheeler Avenues in the City of Portland. The Chief Counsel stated that the request has been investigated and will not be detrimental to the interest of the State. It was his recommendation that the Commission consent to the street vacation. The Commission accepted his recommendation.

Consideration was given to renewal of a sewage disposal agreement with the City of Oceanlake for the handling of sewage from Devil's Lake State Park. The Engineer reported that at the City's request renewal of the agreement is required annually. Cost of handling the sewage in 1962 was \$439.62. He recommended that the agreement be renewed for a one-year period beginning January 1, 1963, and that the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

January 31, 1963

To preserve public access to a section of ocean shore, authority was requested by the Engineer to negotiate for acquisition of 5.1 acres, known as Grave Point, adjacent to the Bandon Ocean Wayside in Coos County. The Oregon Coast line in this area is one of the most scenic spots in Oregon, but a portion of it is privately owned, with the exception of one-quarter mile acquired by the Highway Department by donation in 1932. The only unoccupied area along this section of coast is known as Grave Point, which it appears will soon be sold for homesites thus stopping all public access to the section of beach owned by the State. The Commission granted the authority.

The proposed acquisition of land from Moore Mill and Lumber Company as a part of Bullards Beach State Park near Bandon in Coos County was discussed briefly. The Engineer mentioned that a delegation is scheduled to appear before the Commission at 2:15 p.m., representing the Moore Mill and Lumber Company, to protest the proposed acquisition of their property. The Moore Mill and Lumber Company have indicated that they wish to retain the property for industrial development. The Engineer also mentioned that the Coos County Court is anxious to see development of Bullards Beach State Park. No action was taken at this time pending appearance of the delegation.

Attention was given to a letter from C. M. Barnhart, County Judge of Polk County, suggesting that the State Highway Department acquire a 500-acre tract joining the City of Salem's Wallace Marine Park and develop it as a state park. The Engineer stated that the proposed development would be within the Metropolitan Area of Salem and would be very expensive to acquire, probably near one-half million dollars. A similar request was made to the Commission in 1960, and a study was made at that time. As a result of the study, the State Parks Division had recommended that the area, if it was to be developed, should be a project undertaken by the County or the City as it appeared that the park would be used mostly by Salem people. The facts considered in the 1960 study have not changed, the Engineer continued, and he recommended that the request be denied. Chairman Jackson inquired if the request had been presented to the State Parks Advisory Committee. The Engineer replied that it had, and it was also their recommendation that the request be denied. The Commission denied the request.

The Engineer requested authority to offer at public sale timber blown down by the October hurricane in several state parks. Amount of timber to be offered for sale, he said, is estimated at 1,000,000 board feet in Humbug Mountain State Park (Curry County), valued at \$22,000; 250,000 board feet in Cape Sebastian State Park (Curry County), valued at \$5,000; and 300,000 board feet in Joaquin Miller Forest Wayside (Lane County), valued at \$2,500. The Commission authorized public sale.

The establishment of temporary construction speed zones for the protection of the traveling public through highway construction operations was reported by the Engineer. The Commission confirmed the following temporary construction speed zones:

January 31, 1963

- (1) Ramps to and from Banfield Freeway in City of Portland -- 35 MPH on Third Avenue Eastbound On Ramp, between N. E. Davis Street and a point 0.12 mile east of N. E. Grand Avenue; and 35 MPH on First Avenue Westbound Off Ramp, between a point 0.12 mile east of N. E. Grand Avenue and N. E. Holladay Street, effective 8 a.m., January 8, 1963.
- (2) 35 MPH for the detour on the Mapleton-Eugene Highway at Noti Bridge between M.P. 27.5 and M.P. 28.5, Lane County, effective 12 noon, January 16, 1963.
- (3) 35 MPH on Rex Hill-Newberg Section of Pacific Highway West, between M.P. 19.75 and M.P. 23.10, Washington and Yamhill Counties, effective 8 a.m., January 17, 1963.
- (4) 25 MPH on Remote-Slater Creek Section of Coos Bay-Roseburg Highway, between M.P. 39.85 and M.P. 46.50, Coos and Douglas Counties, effective 8 a.m., January 21, 1963.

A request was considered from the Sherman County Court that the State Highway Department prepare for the County surveys and plans for proposed improvements on the Scott Canyon County Road. The Engineer explained that Sherman County is applying for an allotment of Accelerated Public Works funds to improve the Scott Canyon County Road from Wasco to Rufus, which is being used as a detour during construction of the Thornberry-Mud Hollow Section of the Sherman Highway. It was his understanding that the County plans to do the grading with County forces and that the plans would cover surfacing and oiling work only. If such is the case the cost to the State would be nominal. He recommended that the County's request be approved if the County's application for Public Works funds is granted. The Commission accepted the Engineer's recommendation.

A resolution was presented by the Engineer covering apportionment of 10% of the highway funds to various cities for the second half of 1962. The apportionment, he stated, has been computed as provided by law, and he recommended that it be approved by the Commission. 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 under "City Allocations of State Gas Tax Funds, 1963."

Requests for construction projects on County Federal Aid Secondary Roads in Clackamas, Linn, and Marion Counties were considered. These projects, the Engineer stated, have been requested by the Counties, investigated by the Highway Department, and are eligible projects. Based on his favorable recommendation, the Commission approved the following projects, and authorized the Secretary to sign in behalf of the Commission construction agreements pertaining to the projects:

(Tabulation on next page)

January 31, 1963

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds 1964
Clackamas	120	Washington County Line-West Linn Grade & Pave	\$ 500,000	
Linn	570	Stayton Bridge Section Grade, Pave, & Structures	100,000	1964
Marion	570	Stayton Bridge Section Grade, Pave, & Structures	100,000	1964
Marion	570	Mill Race & Salem Ditch Bridges	52,000	1964
			<hr/>	
			\$ 752,000	
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<u>SUMMARY BY FISCAL YEARS</u>		1964	Estimated 1965	Total
Allocated Funds		\$3,746,000	\$3,844,000	\$7,590,000
Approved Projects (Corrected to Date)		470,000	--	470,000
<hr/>				
Unprogrammed Balance		\$3,276,000	\$3,844,000	\$7,120,000
Projects Proposed 1/31/63		752,000	--	752,000
<hr/>				
Unprogrammed Balance		\$2,524,000	\$3,844,000	\$6,368,000

A billing from the American Association of State Highway Officials (AASHO) in the amount of \$1,519.50 for 1963 membership dues was presented by the Engineer. Following his favorable recommendation, the Commission authorized payment of the dues.

Requests from contractors for increases in number of workdays within which to complete contracts were presented by the Engineer. 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 on the requests as follows:

- (1) R. E. Hall Construction Company, Contract No. 6010, for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County, requested an extension of 48 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 32 workdays. A letter was presented from the Bureau of Public Roads concurring in the increase.

- (2) Selmar A. Hutchins, Contract No. 5947, for grading, oiling and structures on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, requested an increase from 150 to 180 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 11 workdays, the amount of time required to complete the contract, without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the increase.
- (3) J. N. Conley and G. D. Dennis & Sons, Inc., for grading, paving and structures on the Harper Junction-Burrell Section of the Central Oregon Highway in Malheur County, requested an increase from 170 to 212 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 25 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the increase.
- (4) D. F. McKenzie, Contract No. 6149, for grading and stone base on the McTimmonds Corner-Maple Grove Section of FAS Route 750 in Polk County, requested an increase of 3 workdays, from 55 to 58 workdays, within which to complete the contract without assessment of liquidated damages. The Commission approved the request.

The Engineer reported that Contract Nos. 5811, 5868, 5983, 5988, 5995, 6067, 6081, 6120, 6142, and 6143 for highway construction have been completed in accordance with 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. 120."

Consideration was given to a proposed Forest Highway Program for the fiscal year 1964. The Engineer stated that the program as prepared is a result of joint study by the Forest Service, the Bureau of Public Roads and the State Highway Department. He recommended that it be approved. Mr. A. W. Parsons, Division Engineer for the Bureau of Public Roads, stated that he had been delegated by the U. S. Forest Service and the Bureau of Public Roads to act in their behalf. These agencies, he continued, also recommend the program as presented. The Commission approved the following Forest Highway Program:

(Tabulation on next page)

OREGON FOREST HIGHWAY PROGRAM
FOR FISCAL YEAR 1964

F. Y. 1964 FH Funds Available For Programing	\$4,091,314
Unprogramed Balance Previous F. Y.s	78,686
Total Available For Programming	\$4,170,000

	<u>Project Number</u>	<u>Route Name and Type of Work</u>	<u>Length Miles</u>	<u>Funds FH & Coop.</u>
	<u>PROJECTS REVISED</u>			
(1)	7-1(1)	Siuslaw Highway Grading, Base & Bit. Pav. Florence East 7.5 mi.	7.5	\$750,000
(2)	22-1(2)	McKenzie Highway Grading, Base & Bit. Pav. Blue River East 5.2 mi.	5.2	1,000,000
(3)	49-2(1)	Mt. Hood Highway Grading, Base, BST & Bridge Polallie Cr. South	3.5	580,000
	<u>NEW PROJECTS</u>			
	3-1(4)	Oregon Coast Highway Bit. Paving Neskowin - Otis Jct.	7.7	425,000
	23-2(2)	Santiam Highway Grading, Base, BST & Bridge Sheep Creek Bridge and Approaches	0.7	350,000
	46-4(2)	Cascade Lakes Highway Grading, Base & BST Quinn River South	5.0	300,000
	47-3(2)	North Umpqua Highway Base & Bit. Paving Clearwater - Briggs Camp	8.6 Co. Coop.	275,000 275,000
	49-1(1),2(2)	Mt. Hood Highway Grading, Base & BST 3.5 mi. South Polallie Cr.-South	3.5	400,000
	33-2(1)	Pendleton-John Day Highway Grading, Base - BST 2 mi. South Ukiah - South	4.0	400,000

(Continued on next page)

January 31, 1963

(Oregon Forest Highway Program - Cont.)

	<u>Project Number</u>	<u>Route Name and Type of Work</u>	<u>Length Miles</u>	<u>Funds FH & Coop.</u>
(4)	55-1(1)	Clackamas Highway Grading, Base & BST North Fork - 5 mi. N.W.	5.0 Coop.-O & C Coop.-State	\$700,000 250,000 50,000
	640-0	Survey & Design Rts. 1, 2, 3, 5, 6, 7, 8, 11, 12, 16, 17, 18, 23, 24, 25, 26, 30, 32, 33, 34, 35, 39, 42, 43, 45, 46, 47, 48, 49, 51, 53, 55.		150,000

F.H. UNPROGRAMED BALANCE \$295,000

- (1) 1963 F.Y. Project - Increase of \$400,000 1964 F.Y. Funds to extend project 4 mi.
- (2) 1963 F.Y. Project - Increase of \$450,000 1964 F.Y. Funds to include Base & Bit. Pav.
- (3) 1962 F.Y. Project - Increase program amount from \$450,000 to \$580,000 to cover construction overruns.
- (4) At the October 29th informal discussion of the proposed F.Y. 1964 program it was indicated that the State would provide financing of right-of-way, utility adjustments and also make available \$50,000 to complete financing of the \$1,000,000 construction cost for this project.

Attention was given to a letter written by Mrs. Daisy Smith, Post Mistress at the Kernville Post Office, calling attention to the need for parking regulations in front of the post office on the Siletz Highway in Lincoln County. The Engineer stated that apparently mail trucks are having difficulty in finding parking space in front of the post office because other vehicles park there. He recommended that a loading zone be established on the westerly side of the Siletz Highway between Engineer's Stations 00+50 and 00+60 in front of the Kernville Post Office, and that signs be erected stating "No Parking, Mail Carriers Excepted." 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. 244."

The Commission also considered a request from the Polk County Court 4b that the State place on the state secondary highway system two county roads. One of these roads, the Engineer stated is known as the Doaks Ferry Road extending from the Salem-Dayton Highway at a point approximately two miles north of the Marion Street Bridge in Salem to the Willamina-Salem Highway near Holman State Park, west of Salem. To improve this road to secondary standards,

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he estimated would cost at least \$750,000 to accommodate approximately 400 vehicles per day. The other road is known as the Bethel Pass Road and extends from the Pacific Highway West at a point approximately eight miles north of Rickreall easterly to the Salem-Dayton Highway at the community of Lincoln. This road, he added, is in relatively good condition, having been improved during the past few years by Federal-aid Secondary contracts. Because of deficiencies in the existing state highway system and the lack of funds for improvements needed in the existing system, he recommended that these two county roads not be added to the state highway system. The Commission accepted the recommendation.

A proposal was presented by the Engineer to remove a restriction from the permit form authorizing transportation of logs, poles or piling on state highways so as to permit such hauling on the Territorial Highway between M.P. 41.34 and the Umpqua Highway near Anlauf; the East Diamond Lake Highway between the Crater Lake-North Highway and the junction of The Dalles-California Highway; and the Coos River Highway between Weyerhaeuser Road, M.P. 14.90, and M.P. 19.15. He explained that under Oregon law the Public Utility Commissioner shall call upon the Highway Commission for recommendations concerning permits for log hauling. Because of the improved condition of the three highways mentioned above, he recommended that the restriction be removed from the present form of permit so as to allow the hauling of logs, poles and piling on these highways. The Commission approved the change as recommended by the Engineer.

On the same type of permit, the Engineer also called attention to restrictions on log hauling where a holiday falls on Sunday and is observed on Monday. The present regulations provide that when any holiday falls on Sunday, the hauling of logs will be prohibited on the Monday following. The present regulations also define New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day as holidays. He recommended that the regulations be amended to read that if the holidays mentioned above fall on Sunday the following Monday will be observed as a holiday, thereby eliminating observance of other holidays on Monday such as Veterans' Day and Washington and Lincoln's birthdays. The Commission approved the recommendation.

An agreement with the Oregon-Washington Railroad and Navigation Company and the Union Pacific Railroad Company relative to construction of a footpath under the Union Pacific's Deschutes River Bridge on the Celilo-Biggs Section of the Columbia River Highway (I-80N) in Wasco and Sherman Counties was presented by the Engineer. The proposed footpath, he stated, will allow pedestrians to move from the old highway to the river front in that area, and he recommended that the agreement be approved. The Commission approved the agreement.

The Commission also considered an agreement with Southern Pacific Company covering a second crossing of its facilities in construction of the Pacific Highway to interstate standards at Winchester in Douglas County. The Engineer mentioned that the proposed project will require a second bridge across the North Umpqua River as well as the Southern Pacific tracks. The agreement has been examined by the Engineering Division and by the Legal Counsel, and he recommended that it be approved. The Commission approved the agreement.

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The Commission confirmed approval previously given by mail on an excerpt from the Commission's minutes of January 22, 1963, pertaining to the sale of \$12,000,000 of Oregon State Highway Bonds, Series 1963. The Chief Counsel commented that a favorable opinion had been received from the bond attorneys, Shuler, Sayre, Winfree and Rankin, concerning the sale of the bonds.

The Commission approved the minutes of the meeting held on December 20, 1962, in the city of Medford.

At 11:30 a.m., the Engineer discussed with the Commission bids received for highway projects on January 29, 1963. He mentioned the amount of the low bid, the Engineer's estimate of cost, the total number of bids received and his recommendation as to award of contracts. 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 JANUARY 29, 1963

"Roadside improvement on Clackamas Overcrossing-Park Place Section of Cascade Highway in Clackamas County. FAP No. F-304(8). Five bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at \$9,391.50.

"Arlington Viaduct Section of Columbia River Highway in Gilliam County. Federal-Aid Interstate Highway Project No. I-80N-4. Ten bids were received. The Commission elected to accept the low bid of Pacific Concrete Company and Otis P. Jordan, Jr., Portland, in the sum of \$1,217,333, and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the Corps of Engineers is received.

"Paving and signing on Mitchell Point-Hood River Section of Columbia River Highway in Hood River County. Federal-Aid Interstate Highway Project Nos. I-80N-2(29)56 and I-80N-3(32)61. Eight bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$790,311.65.

"Grading and paving on Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County. FAP No. S-473(5). Eleven bids were received. The Commission referred all bids to the Engineer with authority to award to the low bidder, Henry H. Miller Contr., Inc. and Ed A. Miller, Wilbur, at \$575,706.90 provided the contractor will accept the contract with the understanding that the State will not make available the quarry as described on Page 22 of the Special Provisions. Should the low bidder not accept the contract under these terms, it is to be tendered to the second low bidder on the same conditions.

"Install traffic signals at two intersections on Crater Lake Interchange Ramps Section of the Pacific Highway in Jackson County. Federal-aid Interstate Project No. I-5-1(48)30. Four bids were received. The Commission awarded the contract to the low bidder, Madson and Stokes, Roseburg, at \$20,765.

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"Illumination installation on N. and E. Grants Pass Interchanges on Grants Pass-Evans Creek Section of Pacific Highway in Josephine County. Federal-Aid Interstate Highway Project No. I-5-1(47)56. Six bids were received. The Commission awarded the contract to the low bidder, Madson and Stokes, Roseburg, at \$27,445.

"Building addition to existing office building at Grants Pass in Josephine County. State Project. One bid was received. The Commission awarded the contract to that bidder, Jack Mathis, General Contr., Inc., Roseburg, at \$14,110.

"Roadside improvement on Judkins Point-Goshen Section of the Pacific Highway near Eugene in Lane County. Federal-aid Interstate Highway Project No. I-5-3(47)190. Four bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at \$26,623.10.

"Paving on the N. Jefferson Junction-N. Albany Interchange Section of the Pacific Highway in Marion and Linn Counties. Federal-Aid Interstate Highway Project No. I-5-4(52)235. Five bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$379,750.

"Paving and structures on N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of Pacific Highway in Portland, Multnomah County. Federal-Aid Interstate Highway Project No. I-5-6(38)302. One bid was received. The Commission awarded the contract to that bidder, Peter Kiewit Sons' Company, Vancouver, Washington, at \$988,065.50.

"Remodeling existing office building at N. E. Glisan Street and N. E. 58th Avenue in Portland, Multnomah County. State Project. Seven bids were received. The Commission rejected all bids as being too high.

"Grading, paving and structures on Dufur-Gap Section of The Dalles-California Highway in Wasco County. FAP No. EBF-102(11). Six bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$959,659.50.

"Lease of park building, boat dock and facilities at Farewell Bend State Park in Baker County. Three bids were received for this concession privilege. The Commission accepted the bid of Bruce Kirkpatrick, Baker, Oregon, at \$118.50 per month, which was the best bid received for this concession.

The Commission confirmed the date for the next regular meeting for March 14, 1963, in the State Highway Building, Salem. The Chairman instructed that the meeting start at 9 a.m., and that delegations be heard before noon. A tentative date for the following meeting was set for April 25, 1963.

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An agreement with the City of Grants Pass and Josephine County was presented by the Engineer covering illumination of the North and East Grants Pass Interchanges on the Pacific and Redwood Highways in Josephine County. Bids for construction of the illumination, he said, were received on January 29, 1963. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Two throughway agreements were also presented by the Engineer, one with the City of Dufur, and one with Wasco County, concerning the Dufur-Gap Section of The Dalles-California Highway in Wasco County. The agreement with Wasco County provides, among other things, that the State shall construct connecting roads from Dufur Market Road No. 1 to the throughway, and shall close certain portions of Dufur Market Road No. 1. The County agrees to the proposed closures of Dufur Market Road No. 1 and agrees to maintain a portion of that road. The County also agrees to be responsible for relocation of all utility facilities located on the existing county road where such relocation is made necessary. The agreement with the City of Dufur, among other things, provides for the closure of certain streets within the City, and for the relocation of certain utilities. Following the Engineer's favorable recommendation, the Commission approved both agreements and authorized the Secretary to sign them in their behalf.

In connection with award of contracts made earlier in the day, the matter of construction of a marina building in Farewell Bend State Park in Baker County was discussed. The Engineer pointed out that bids had been received January 29, 1963, for operation of the marina facilities on a concession basis, and that Bruce Kirkpatrick, Baker, had submitted a high bid, in the amount of \$118.50 per month. The Commission authorized construction of the marina building in the Farewell Bend State Park at an estimated cost of \$15,000.

The Commission signed or authorized the Secretary to sign the following papers:

"Agreement" with Bonneville Power Administration for two crossings of their power line easement between Albany and Judkins Point by the new interstate highway.

"Oil, Gas and Sulphur Lease" with Standard Oil Company to develop and remove oil and gas by slant or directional drilling, but without the right to drill, or otherwise use the surface, in 97 acres, of right of existing Oregon Coast Highway and 11.4 acres in Bolon Island State Park, Douglas County.

"Agreement" with O.W.R.R. & N Company covering construction of a footpath under Union Pacific's Deschutes River Bridge and the State's bridge in connection with construction of Celilo-Biggs Section of Columbia River Highway, Sherman County.

"Agreement" with Southern Pacific Company covering a second crossing of the Railroad's facilities at Winchester, Pacific Highway in Douglas County.

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"Bargain & Sale Deed" to City of Portland for a parcel of land on the Barbur Boulevard-Front Avenue Section of the Pacific Highway West in Multnomah County.

"Bargain & Sale Deed" to United States of America for a parcel of land on the Prairie City Section of the John Day Highway in Grant County.

"Bargain & Sale Deed" to David H. Sutherland and Beth M. Sutherland for a parcel of land on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

"Bargain & Sale Deed" to Consumers Power, Inc., for a parcel of land on the Coffin Butte-Camp Adair Section of the Pacific Highway West in Benton County.

"Bargain & Sale Deed" to George L. Zellner and Emily K. Zellner for a parcel of land on the Country Club Road-Coburg Section of the Country Club Road in Lane County.

"Agreement" with City of Oceanlake covering extension of a sewage disposal agreement for the handling of sewage from the Devil's Lake State Park.

"Throughway Agreement" with the City of Dufur covering the Dufur-Gap Section of The Dalles-California Highway in City of Dufur.

"Agreement" with the City of Grants Pass and Josephine County covering installation of luminaire units at the North Grants Pass and East Grants Pass Interchanges on the Pacific Highway and Redwood Highways in City of Grants Pass and Josephine County.

"Throughway Agreement" with Wasco County covering the Dufur-Gap Section of The Dalles-California Highway in Wasco County.

The meeting was recessed at 12 noon and reconvened at 1:30 p.m., in the same room with the same persons present.

A delegation representing the Highway Committee of the Benton County Chamber of Commerce came before the Commission concerning improvements to the Corvallis-Newport Highway (US 20) and other highways in the Corvallis area. The following persons from Corvallis were present: John H. Gallagher, Jr., Chairman of Benton County Highway Committee; Emile E. Larkin, Benton County Judge; Kenneth McGregor, Mayor; and John F. Porter, City Manager. Mr. Gallagher, who acted as spokesman, called attention to the large increase in traffic since 1957 at the Van Buren Street Bridge on ORE 34. He also mentioned the increase in traffic on US 20 west of Philomath (Corvallis-Newport Highway). Concerning improvement of the Alsea Highway,

particularly the Alsea Mountain Section, he noted that there is much log hauling into Corvallis over this road. The development of Yaquina Bay as an ocean port and growth of oceanography in Newport by Oregon State University were also emphasized in relation to the demand that would be created for a better highway between Corvallis and Newport. The group that he represents, he stated, have decided on a priority of projects as follows: (1) construction of a new bridge across the Willamette River in Corvallis on the Corvallis-Lebanon Highway (ORE 34); (2) reconstruction of the Alsea Mountain grade on the Alsea Highway; (3) an early start on improvement of the Coast Range Section of Corvallis-Newport Highway, for which an expenditure of \$1,000,000 is contemplated this year; (4) improvement to the Corvallis-Lebanon Highway from Corvallis to the Pacific Highway; (5) status of plans for the Front Street Project in Corvallis; and (6) improvement of the Albany-Corvallis Highway so as to raise it above normal high water. He asked the Commission to give early consideration to these projects and any information possible as to when work could be undertaken. He commented it was their understanding that the first three projects would be undertaken in 1963 and he asked for the approximate construction date. So that businessmen may make plans, he also asked the Commission to let them know what the definite highway routes will be through the cities of Monroe, Corvallis and Philomath. Mr. Porter presented pictures and a map of Corvallis to the Commission for their inspection. The City of Corvallis' number one project, he stated, is construction of a second bridge across the Willamette River at Corvallis. He mentioned that during the Oregon-Oregon State football game last Fall, cars were backed up for six miles. When the new bridge is constructed, the City has made plans, he added, contemplating the use of Van Buren and Harrison Streets as one-way streets to utilize the old and the new bridges. Concerning the First Street Project in Corvallis, he recalled that the City and the State Highway Department each have approximately \$200,000 invested in right of way. Until plans have been completed for this project, the City's plans for downtown parking are being held up. Mr. Gallagher compared the relationship of highway expenditures since 1917 in Benton County with Lincoln and Polk Counties in which Benton County has received a lesser amount.

Chairman Jackson advised the group that the Commission plans to call bids for a project in the Coast Range on the Corvallis-Newport Highway in August, 1963. Bids for the bridge across the Willamette River in Corvallis are planned to be called in October, 1963. No definite date has yet been set for the calling of bids for improvement on the Albany-Corvallis Highway. He also pointed out that expenditure of funds for interstate highway construction does not interfere with highway construction on the ABC System. The reason for this is that on the interstate system the Federal Government contributes 92% of the cost, whereas Federal participation on the ABC System is approximately 60%. He estimated the cost of bringing all state highways in the ABC System up to standard in excess of \$450,000,000 and pointed out that the State has available only \$17,000,000 per year to accomplish this. Concerning the apportionment of funds to highways in the various counties, he explained that construction of highways is allocated by formula within the five highway divisions. He pointed out that the Commission is trying to meet the needs of the state on a priority basis. In response to Mr. Gallagher's inquiry, Chairman Jackson replied that the Alsea Highway is

one of the most costly jobs in Oregon and the best the Commission can hope for is to try and get the worst sections done first on a gradual yearly basis, with a project scheduled this Fall. The Engineer commented that although dates for receiving bids can be set up for several months ahead, unforeseen circumstances sometimes prevent these plans from materializing. As an instance, Chairman Jackson mentioned that during the previous summer the calling of bids on Federal-aid projects had been delayed three months because Congress had not appropriated funds.

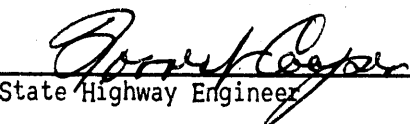
Mr. Gallagher pointed out that they as a group are much opposed to the issuance of bonds for highway construction and he inquired as to the Commission's attitude on this matter. Chairman Jackson replied it is the opinion of the Commission that no additional highway bonds should be issued as the interest cost is too high. He mentioned that on the bonds now outstanding the interest cost alone will amount to approximately \$34,000,000 for which not a foot of highway will be constructed. It is the Commission's feeling that highways should be constructed on a pay-as-you-go plan, and in line with that theory an increase of one cent in the gasoline tax and \$5.00 in license fees would greatly help construction of highways. The Commission, he concluded, is keenly aware of the need for improving highways and is doing the very best it can with the money available.

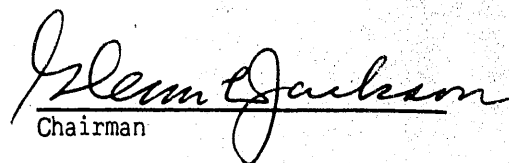
Mr. Norman J. Wiener, Portland, Attorney for Moore Mill and Lumber Company; Mr. O. S. Valentine, Bandon, representing Moore Mill and Lumber Company; and Mr. Elmer Gant, Bandon, a private citizen, appeared before the Commission to voice their objections to the proposed acquisition of 120 acres of land from Moore Mill and Lumber Company as a part of Bullards Beach State Park in Coos County. Mr. Wiener, who acted as spokesman, recalled that the Commission on December 20, 1962, had adopted a resolution authorizing condemnation of 120 acres for this park, and he asked that the property not be acquired. He described the 120-acre tract as bordering on the Coquille River and on the Pacific Ocean and pointed out that there are no improvements on the acreage, no trees and no brush -- just sand. The property was acquired in 1940 and 1946 for future industrial development, but there are no definite plans at this time. The tract, he stated, is particularly desirable for industrial development because of the near certainty of a large supply of fresh water. It was his feeling that the acreage already acquired by the State would be adequate for park purposes, and the additional 120 acres he felt would be of no value for recreational use other than increasing the park area. He asked the Commission to reconsider the proposed acquisition, but if it is felt that part of it should be acquired, he requested that a portion bordering on the Coquille River be left under ownership of the Moore Mill and Lumber Company. Mr. Valentine presented and read letters for the record from the Bandon City Council, from the Bandon School District and from an independent realtor, Merritt J. Senter, of Bandon, objecting to the State acquiring the Moore Mill and Lumber Company property. Mr. Gant, who spoke as an individual, stated that in his opinion the property already acquired for park use is adequate, and the 120 acres to be acquired would be of little use for park purposes as it is barren sand. This sand area, however, is good for industrial use as it is not subject to flooding, does not need any fill material and contains a supply of fresh water. Mr. Wiener again urged

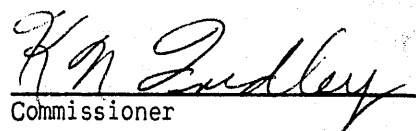
the Commission not to acquire the entire tract, and if necessary, that negotiations be renewed with the Lumber Company for an access across this property or for acquisition of a portion of the acreage along the ocean front. Chairman Jackson explained that although the Commission by law is required to assume the responsibility for providing Oregon with park and recreational areas and its staff does the technical work, decisions on park matters are made with the counsel and advice of an advisory committee appointed by the Governor. He informed the delegation that the Commission would look into the matter further and contact them again.

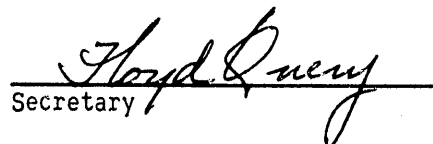
A delegation representing the Oregon Trail Council, Boy Scouts of America, came before the Commission to request release of a public-use restriction clause on two acres of land in the Patterson Tract, easterly from Eugene, which was acquired from the State Highway Commission for construction of a stadium by the University of Oregon. The following persons from Eugene were present: Circuit Judge William S. Fort; Edward M. Baker, Eugene Register Guard Newspaper; M. O. Dahl, Member of Boy Scout Building Committee, and George Alexander, Scout Executive. Judge Fort introduced the other members of the delegation. He reviewed recent events, pointing out that beginning some three years ago negotiations had been conducted with Lane County and in September, 1961, a formal offer was accepted by the Lane County Commissioners. Subsequently the Boy Scouts were advised the transfer of the property would be completed although the University of Oregon now owned the property. Pursuant to this, the Boy Scouts raised the necessary funds, made plans for the headquarters building and bids for construction were received yesterday. In order to clear the transaction he requested that the Highway Commission remove a clause which had been inserted when the property was transferred to the University of Oregon, requiring that the land be used for public purposes. Chairman Jackson inquired if the Boy Scout Council could use a lease for a stipulated amount and period of time. Judge Fort replied that he could not answer that question at this time as the transaction is governed by Scout laws but if it is permissible, they would have no objection to this type of arrangement. Chairman Jackson pointed out that the Commission has no basic objection to use of the property by the Boy Scouts, but if such is permitted, it might set a precedent whereby the State would be a party to the transfer of lands from a governmental agency to a non-governmental agency. He also pointed out that the property had been sold to the University for \$1,000 per acre and it appears that the Boy Scouts are to pay \$2,850 per acre. He asked that if it is at all possible a deal be worked out on a lease basis; however, the Commission does not intend to block the project and will cooperate. Judge Fort inquired if the Commission could designate a representative to work with the Boy Scout Council, the University of Oregon, and Lane County in ironing out the details of the transaction. Chairman Jackson stated that the Commission would request Mr. L. I. Lindas, Chief Counsel, to act as its representative.

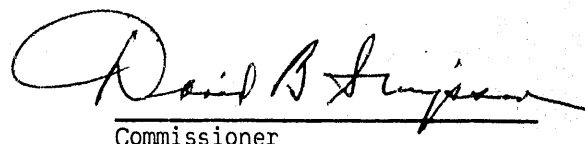
There being no further business to conduct, the meeting was adjourned by Chairman Jackson at 2:35 p.m.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

January 31, 1963

Salem, Oregon
March 14, 1963

The Oregon State Highway Commission met in regular session at 9 a.m., in the Conference Room 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
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Maison, Auditor
Floyd Query, Secretary

Mr. A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads, was also present.

The Right of Way Engineer presented for consideration options, pages 1 through 39, 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, which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem as "Right of Way Resolution No. 3."

In presenting these options, the Right of Way Engineer called attention to a parcel of property being acquired from M. B. and Alice R. Hinds, File No. 32410, on the Denny Road-Pacific Highway West Section of the Beaverton-Tigard Highway. Of the total 10.98 acres, he said, 3.93 acres is excess property on which full federal participation cannot be obtained. Taking of the full acreage, he explained, is advantageous to avoid excessive damages on the remainder. Total amount of the option is \$55,100 and of this, \$6,000 is for the 3.93 acres of excess property, 2½ acres of which will be used as an addition to a maintenance site. The Commission approved the option as presented.

The Property Manager's Report covering miscellaneous sales and rentals received since the last Commission meeting was presented by the Right of Way Engineer. Miscellaneous sales totaled \$9,653.57, and rental receipts were shown as \$13,680.33. The Commission accepted the report.

March 14, 1963

Four "Indentures of Access" were presented by the Right of Way Engineer covering changes in location or type of access for property owners along state highways. These changes, he said, are needed for the convenience of the property owners and for the safety of the traveling public. The Commission approved the following "Indentures of Access":

- (1) Wassenmiller property, File No. 34638, on the Tygh Grade Summit-Butler Canyon Section of The Dalles-California Highway in Wasco County, for one change in location of access, unrestricted as to use.
- (2) Timeus property, File No. 30272, on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County, providing for a point of access 25 feet in width and lifting of use restriction under terms of "Throughways and Right of Access Resolution No. 4b." The owner has deposited \$1,030.90 to cover estimated cost of acceleration and deceleration lanes.
- (3) Booth property, File No. 10463, on the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County, for a change of location, widening from 25 to 35 feet, and lifting of use restriction on two points of access under terms of "Throughways and Right of Access Resolution No. 4b." The owner has deposited \$3,000, the estimated cost of constructing acceleration and deceleration lanes.
- (4) Colburn property, File No. 17948, on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, for change of location and widening of two points of access, unrestricted as to use.

Consideration was given to a request for a "Grant of Access" to Mr. and Mrs. Henry Ahrens, (File No. 33478), on the Bridge-Tanner Section of the Coos Bay-Roseburg Highway in Coos County. The Right of Way Engineer explained that in acquiring property from the original owners, Mr. and Mrs. Morrison, only one point of access had been granted to their remaining property. Subsequently they sold a portion of the remainder to the Ahrens, and no access was provided for the parcel sold. He recommended that a point of access be granted to this property for private residential use and transportation of farm and timber products. He also mentioned that if the Morrisons had requested additional access at the time of the original negotiation, there would have been no reason for not granting it. The Commission approved the access as presented.

Public sale of four parcels of excess property was recommended by the Right of Way Engineer. The minimum consideration for each parcel, he said, has been determined by careful appraisal, and the need of the property for highway purposes has been cleared through proper channels. Provisions for access are consistent with access as granted to others in the area. The Commission authorized 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 in Salem, as "Real Property Resolution Nos. 383, 384, 385, and 386."

- (1) 4,073 square feet of land, File Nos. 2927, 2928, and 2929 on the South Division Section of the Pacific Highway East (old East Portland-Oregon City Highway) in Multnomah County, for not less than \$5,000 with no access restrictions to McLaughlin Boulevard. (See "Real Property Resolution No. 383.")
- (2) 6.3 acres, File No. 15931, on the Cascade Locks-Viento Section of the Columbia River Highway in Hood River County, for not less than \$1,000. Access is to be allowed to a frontage road only and the sale is subject to the standard sign restriction clause. No access is to be allowed to the Columbia River Highway. (See "Real Property Resolution No. 384.")
- (3) Two parcels of land, File No. 20172, on the Rinehart-Frankport Creek Section of the Oregon Coast Highway in Curry County. Parcel "A", containing 0.62 acre, is to be sold for a minimum of \$2,500, and no access is to be allowed to the relocated Oregon Coast Highway or the connecting leg; access will be allowed to the old highway. Parcel "B", containing 0.85 acre, is to be sold for not less than \$425, and access is to be allowed only to the old highway. (See "Real Property Resolution No. 385.")
- (4) Two parcels of land, File No. 20848, on the Willamette River-Gervais Section of the Pacific Highway in Marion County. Parcel 1, containing 45 acres, is to be sold for not less than \$4,000, and Parcel 2, containing 10.1 acres, is to be sold for not less than \$1,200. No access is to be allowed to the Pacific Highway and a sign restriction clause will be imposed. (See "Real Property Resolution No. 386.")

Direct sale of two parcels of excess property was recommended by the Right of Way Engineer. The proposed sale prices, he said, have been determined by competent appraisal, and access arrangements are consistent with department policy within the area. Sales have also been cleared through proper engineering channels. Direct sale, he stated, is recommended because of the size of the properties involved and geographic features which preclude public sale. The Commission approved the following sales:

- (1) 0.04 acre, File No. 31824, on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, to the owner of the adjoining property, Mr. Haynes N. Oberg for the sum of \$100. No access is to be allowed to the Pacific Highway, and the sale is subject to a standard sign restriction clause.
- (2) 0.28 acre, File No. 24446, on the East Fork-Illinois River Section of the Redwood Highway in Josephine County, to be sold to the owners of the adjacent property, Mr. and Mrs. J. J. Katin, for the sum of \$50. The parcel is landlocked and is to be sold with restriction of access to the Redwood Highway.

A "Grant of Easement" to the Fir Cove Sanitation Corporation, (File No. 17433), for a sanitary sewer outfall line on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, was considered. The Right of Way Engineer commented that the area involved lies across a gravel source near the confluence of the Coast Fork and the Middle Fork of the Willamette River easterly from the McVay Highway. Consideration for the easement covering 0.3 acre is \$100. He recommended that it be approved. The Commission approved the easement.

The Commission also considered a "Right of Way Easement" granting to Pacific Power and Light Company an easement for construction, maintenance and operation of an electric transmission line across two parcels of state-owned excess property (File Nos. 18935 and 19413) on the Oakland Junction-Wilbur Section of the Pacific Highway in Douglas County. These parcels of property, the Right of Way Engineer stated, are in the following locations: one on the easterly side of the relocated Pacific Highway, approximately 3/4 mile south of the North Oakland Interchange; and the other on the westerly side of the Pacific Highway, approximately 1/2 mile north of the community of Wilbur. Following his favorable recommendation, the Commission approved the easement which provides for payment of \$320 to the State.

An exchange of quitclaim deeds between the State and the Halbert Memorial Baptist Church of Salem, File No. 17363, on the Salem Bypass Section of the Pacific Highway East in Marion County, was presented by the Right of Way Engineer. The purpose of the exchange is to clear up an obscure title, so as to leave the Highway Commission with unclouded title to an area lying within frontage-road construction. Based on his favorable recommendation, the Commission approved the exchange of the deeds.

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. 1751 through 1759."

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" for March 14, 1963, in the Secretary's Office).

A written report of cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. Concerning the James H. Nunes, et al, case, L-3670A, in Jackson County, he stated that a Supreme Court decision will not permit a property owner to testify to the value of his property for road-building materials on a cubic yard unit basis. The Supreme Court, however, will allow the testimony of an expert witness only when he follows certain standards set up by the Court. He must give to the Court a complete market analysis of the area to support his opinion of the determination of value. This decision reverses the Nunes case. The Commission accepted the report of cases tried, 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-4171 Louis W. Emra	Clackamas	Mt. Hood	Anderson Road- Duncan Road	\$ 4,975.00	\$15,000.00	\$ 4,975.00
L-4013 D. M. Chandler, et ux.	Jackson	Crater Lake	Cascade Gorge- Forest Boundary	1,080.00	4,645.00	4,069.00
L-4050 Clarence F. Smith, et al.	Lane	Eugene- Spring- field	First Avenue- Coburg Road	5,250.00	6,250.00	6,650.00
L-3998 Horace M. Reid, et ux.	Lincoln	Oregon Coast	South Newport State Park	300.00	None	290.00

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3999 Harold Rhomberg, et al.	Lincoln	Oregon Coast	South Newport State Park	\$ 75.00	None	\$ 58.00
L-4086 Walter Ake, et ux.	Multnomah	Pacific Highway West	Hamilton Street-Slavin Road	325.00	\$ 4,500.00	1,500.00
L-4107 Bernard Brown	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	26,500.00	35,000.00	27,500.00
L-4028 Vearl E. Sherman, et al.	Multnomah	Mt. Hood	82nd Avenue-92nd Avenue	200.00	1,500.00	500.00
L-4104 Esther Slade, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	29,000.00	41,500.00	33,645.00
L-4040 Dick Rayne, et al.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	3,875.00	15,000.00	7,000.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4103 Annie Anderson, et al.	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp Spur	\$ 5,700.00	\$10,000.00	\$ 6,200.00
L-3823 Clarence C. Howe	Deschutes	The Dalles-California	Swalley Canal-East Franklin Avenue	900.00	2,900.00	2,875.00
L-4082 Ruth G. Johnston, et vir.	Douglas	Pacific	Yoncalla-Rice Hill	2,100.00	50,000.00	2,100.00

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(For additional details see the Chief Counsel's letter dated March 7, 1963, entitled "Report of Cases Tried," and his letter of March 13, 1963, 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. Concerning the Dora H. Peters case, the State's offer for land and building had been \$139,135 and for land, building and fixtures an offer had been made in the amount of \$236,911. A court ruling stipulated ten of the fixtures as trade fixtures which have been sold back to Dora H. Peters for the sum of \$30,000. The proposed settlement for \$237,000 has been approved by the Bureau of Public Roads. The Commission approved the settlements, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4194 Ralph F. Pearce	Baker	Old Oregon Trail	Hill Creek-Oxman	\$29,400.00 including water rights	\$26,500.00 exchange of water rights
L-4237 Uno Makey, et al.	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp Spur	11,500.00	11,500.00
L-4117 David Neville	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	1,875.00 including water rights	1,570.00 excluding water rights
L-3977 Helen Huntington, et al. (Appraisal revised)	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	4,250.00	5,100.00
L-4088 Teresa E. Gaul	Multnomah	Pacific Highway West	Hamilton Street-Slavin Road	1,240.00	1,515.00
L-4091 Francis A. Wadsworth, et al. (Cornwall)	Multnomah	Columbia River	Sauvie Island Bridge-St. Johns Bridge	500.00 for all interests	335.00 for an undivided 2/3 interest

(Settlement for other undivided 1/3 interest approved at the May 25, 1962, Commission meeting for the sum of \$300).

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4098 Anna Mae Robbins, et vir.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	\$ 300.00	\$ 550.00
L-4113 Henry Hoff, et al.	Multnomah	Pacific	N. Portland Harbor-N. Russell Street	1,400.00	1,850.00
R-33986 Alius Feves, et al.	Multnomah	Pacific	Fremont Interchange-Marquam Bridge	76,500.00	80,000.00
(Early possession assured).					
L-4257 David Weiner, et al.	Multnomah	Sunset	Highlands Interchange-Stadium Freeway	10,000.00	10,500.00
L-4150 Bessie H. Lacey	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	100.00	600.00
(Telephonic approval of Mr. Jackson, February 25, 1963).					
R-30697 Ross H. Colahan, et ux.	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	19,510.00	20,022.00
R-32959 Jessie M. Forkner, et al.	Multnomah	Pacific	N. Portland Harbor-N. Russell Street	850.00	850.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4219 Robert D. Ocheltree, et ux.	Coos	Coos Bay-Roseburg	Myrtle Point-Bridge	\$ 350.00	\$ 500.00
(Owner to have right to use and maintain spring on land taken).					

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(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4225 Grace M. Wright, et al.	Coos	Coos Bay-Roseburg	Myrtle Point	\$ 250.00	\$ 600.00
(Recommended on basis of result of trial in Adams case, L-3988, (like property) where offer was \$635 and verdict of jury was \$1,000).					
L-3972 Mary A. Aue, et al.	Hood River	Hood River	Fikes Corner-Hood River	150.00	400.00 (with deletion of future frontage road clause)
L-3794 Theodore R. Klein, et al.	Jackson	Pacific	Rock Point-Seven Oaks	1,600.00	2,711.00
(First reported at the May 25, 1962, Commission meeting as settled for \$2,600. Parties will conclude settlement for an additional \$111 and construct their own approach).					
L-4090 Alice Emily Lewis, et al.	Multnomah	Pacific Highway West	Hamilton Street-Slavin Road	2,150.00	3,550.00
(Review appraisal indicated higher value).					
L-4114 Pacific International Association	Multnomah	Pacific	North Portland Harbor-North Russell Street	6,500.00	6,500.00
L-4234 Sophie Fain, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	5,750.00	5,150.00
(Taking revised to avoid necessity of removing porch which would have encroached in the right of way).					
L-4078 Helen M. R. Davis, et al.	Multnomah	Pacific	East Bank Freeway	29,640.00	27,500.00
(Property damaged by October 12 hurricane).					
L-4143 Russell K. Gum, et al.	Yamhill	Pacific West	Rex Hill-Newberg	19,750.00	21,000.00

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(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4119 Southern Pacific Co., Herman Lindstrom, et al.	Lane	Pacific	Cottage Grove-Divide	\$ 250.00	\$ 175.00
(This is for the interest of Southern Pacific Co. only. Litigation will continue as to Lindstrom's interest).					
L-4059 Dora H. Peters, et al.	Multnomah	Pacific	East Bank Freeway	139,135.00 land and building	237,000.00 land, building and fixtures

(Approval of Bureau of Public Roads has been obtained).

(For additional details see the Chief Counsel's letter dated March 7, 1963, entitled "Report of Cases Settled," and his letter of March 13, 1963, 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 of offers made to property owners for acquisition of property prior to the beginning of condemnation procedures. The following offers, he stated, are based upon competent appraisals and have been approved orally by at least one of the Commissioners prior to this meeting.

ANLAUF-YONCALLA JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-34856 - Dan Richard Russell, et al. 1.75 acres for right of way purposes. Offer of \$120.00 approved by Mr. Jackson, February 13, 1963.

R-35153 - Dan Richard Russell, et al. 0.25 acre for right of way purposes. Offer of \$320.00 approved by Mr. Jackson, February 4, 1963.

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

R-34455 - Rudolph J. Planting, et al. 525 square feet for right of way purposes. Offer of \$600.00 approved by Mr. Simpson, February 20, 1963.

R-34475 - John K. Jackson, et al. 7,500 square feet for right of way purposes. Offer of \$18,500.00 approved by Mr. Simpson, March 4, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32393 - Mary G. Heise, et vir. 5,000 square feet for right of way purposes. Offer of \$17,500.00 approved by Mr. Simpson, March 4, 1963.

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

R-33679 - Standard Insurance Company, et al. 10,000 square feet for right of way purposes. Offer of \$250,000.00 approved by Mr. Simpson, March 14, 1963.

R-33694 - Laher Spring and Electric Car Corp., et al. 20,000 square feet for right of way purposes. Offer of \$87,700.00 approved by Mr. Simpson, February 13, 1963.

R-33750 - Propco, Inc., et al. 124 square feet for right of way purposes. Offer of \$1,000.00 approved by Mr. Simpson, March 4, 1963.

R-33946 - Manifold Business and Investment Inc., et al. 5,000 square feet for right of way purposes. Offer of \$15,000.00 approved by Mr. Simpson, February 26, 1963.

R-33965 - The Oregon Bank, et al. Parcel No. 1: 23,000 square feet for right of way purposes; Parcel No. 2: 14,000 square feet for right of way purposes. Offer of \$70,000.00 approved by Mr. Simpson, February 8, 1963.

R-33986 - Alius Feves, et al. 5,000 square feet for right of way purposes. Offer of \$76,500.00 approved by Mr. Simpson, February 1, 1963.

R-34072 - Wesley P. Steinmetz, et al. 743 square feet for right of way purposes. Offer of \$8,550.00 approved by Mr. Simpson, February 20, 1963.

R-34126 - Meyer Burton, et ux. 7,501 square feet for right of way purposes. Offer of \$72,000.00 approved by Mr. Simpson, January 31, 1963.

R-34130 - James Arthur Powers, et al. Parcel No. 1: 1,625 square feet for right of way purposes; Parcel No. 2: 1,200 square feet for right of way purposes. Offer of \$6,000.00 approved by Mr. Simpson, February 26, 1963.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-29167 - Louis Adler, et al. Parcel No. 1: 0.27 acre for right of way purposes; Parcel No. 2: 1.36 acres for right of way purposes; Parcel No. 3: 0.22 acre excess taking. Offer of \$59,700.00 approved by Mr. Simpson, February 21, 1963.

HAINES ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-33740 - James F. Gauld, et ux. 27,500 square feet for right of way purposes. Offer of \$3,250.00 approved by Mr. Simpson, March 4, 1963.

R-33746 - John E. Mottner, et al. 8,446 square feet for right of way purposes. Offer of \$17,000.00 approved by Mr. Simpson, January 31, 1963.

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HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST

R-34487 - Prospect Investment Co. 0.21 acre for right of way purposes. Offer of \$6,750.00 approved by Mr. Simpson, March 1, 1963.

LAURELHURST STATE PARK

R-30594 - Jack F. Cathcart, et ux. 0.44 acre for park purposes. Offer of \$100.00 approved by Mr. Simpson, February 1, 1963.

NORTH YAMHILL RIVER-McMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST

R-34241 - H. S. Kaufman, et al. 0.72 acre for right of way purposes. Offer of \$1,500.00 approved by Mr. Simpson, February 4, 1963.

ONA BEACH STATE PARK

R-33435 - G. K. Litchfield, et al. 7.07 acres for park purposes. Offer of \$11,350.00 approved by Mr. Simpson, March 4, 1963.

ORO DELL-LaGRANDE SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-34176 - Katherine L. Barron, et al. Parcel No. 1: 800 square feet for right of way purposes; Parcel No. 2: 7,100 square feet for right of way purposes. Offer of \$300.00 approved by Mr. Fridley, February 26, 1963.

R-34188 - Arch R. Hiatt, et al. 900 square feet for temporary easement. Offer of \$150.00 approved by Mr. Fridley, February 26, 1963.

SOUTH ASHLAND-WALL CREEK SECTION OF THE PACIFIC HIGHWAY

R-34884 - Corabelle LaMott, et al. Parcel No. 1: 0.57 acre for right of way purposes; Parcel No. 2: 0.13 acre for permanent easement. Offer of \$50,150.00 approved by Mr. Jackson, March 6, 1963.

R-34885 - Victor V. Stewart, et al. Parcel No. 1: 5.80 acres for right of way purposes; Parcel No. 2: 1,400 square feet for permanent easement. Offer of \$4,150.00 approved by Mr. Jackson, February 21, 1963.

R-34886 - Jack A. Spaulding, et al. 3.72 acres for right of way purposes. Offer of \$23,000.00 approved by Mr. Jackson, January 31, 1963.

R-34887 - David E. Curtis, et al. 14.35 acres for right of way purposes. Offer of \$30,250.00 approved by Mr. Jackson, February 4, 1963.

R-34893 - Dorothy Henderson. 0.1 acre for right of way purposes. Offer of \$400.00 approved by Mr. Jackson, February 27, 1963.

R-34897 - R. H. Alley, et al. Parcel No. 1: 16.3 acres for right of way purposes; Parcel No. 2: 3.9 acres for right of way purposes. Offer of \$5,200.00 approved by Mr. Jackson, February 21, 1963.

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SOUTH ASHLAND-WALL CREEK SECTION OF THE PACIFIC HIGHWAY - CONT.

R-34903 - J. P. Clark, et al. Parcel No. 1: 431 square feet for right of way purposes; Parcel No. 2: 2.1 acres for right of way purposes. Offer of \$2,600.00 approved by Mr. Jackson, February 15, 1963.

R-35152 - David E. Curtis, et al. Parcel No. 1: 0.25 acre for right of way purposes; Parcel No. 2: 0.15 acre for permanent easement. Offer of \$430.00 approved by Mr. Jackson, February 1, 1963.

WILLIAM M. TUGMAN STATE PARK

R-35005 - Charles A. Prescott, et ux. 3.6 acres for park purposes. Offer of \$1,100.00 approved by Mr. Jackson, February 18, 1963.

Orders received from the Public Utility Commissioner regarding railroad crossing matters in which the State Highway Commission has been a party were reported by the Chief Counsel. The Commission accepted the report, which is summarized as follows:

PUX 482: Application for State Highway Commission to construct an overcrossing over the main line tracks of Southern Pacific Company at the second Yoncalla Overcrossing project on the Yoncalla Interchange-Rice Hill Section of the Pacific Highway in Douglas County. The order granted the State's request and provided that no part of the cost is to be paid by the Railroad.

PUX 483: Application by the State Highway Commission to construct an overcrossing over Southern Pacific Company tracks at Winchester on the Winchester-Garden Valley Road Section of the Pacific Highway in Douglas County. The order granted the State's request for the second Winchester Overcrossing which will span the North Umpqua River as well as the railroad tracks. The Railroad Company is not required to contribute toward the cost of the project.

PUX 485: Application of the City of Toledo, Lincoln County, to alter a railroad-highway crossing by moving the centerline of the roadway 51.1 feet southerly to improve alignment with Butler Bridge Road. The request was granted.

PUX 490: Application of Southern Pacific Company to relocate a spur track across the Oregon Coast Highway in Douglas County. The existing track crosses the Oregon Coast Highway between bents 8 and 9 of the Umpqua River Bridge. The proposed relocation will place the spur between bents 5 and 6. The new location is not objectionable to the Highway Department and the order provides that all costs for relocation of the spur will be borne by the Southern Pacific Company.

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PUX 493: Request of the State Highway Commission to construct an overcrossing over tracks of Southern Pacific Company on the second Shady Overcrossing project, approximately 3.5 miles south of Roseburg, on the Pacific Highway in Douglas County. The project spans the South Umpqua River and the old Pacific Highway as well as the mainline tracks of the Southern Pacific Company. The order granted the request and provides that no contribution toward the cost of the project be required from the Railroad Company.

The Commission considered a written report made by the Chief Counsel recommending abandonment of a number of claims against others for damages to Highway property. These claims, he stated, have been carefully checked, and it was his opinion that further attempts to collect them should be abandoned because of lack of evidence, suicide, underage driver, contributory negligence, bankruptcy, disappearance of defendant, and death of driver. The Commission approved abandonment of the following claims:

CAO NO.	NAME	AMOUNT OF CLAIM
62-80	Portland General Electric Co.	\$ 92.80
62-179	Russell D. Clayton	441.78
62-257	Robert M. LaFontaine	277.43
62-230	Dale Bennett	69.04
61-239	Peter J. Borello	310.17
61-106	Walter J. Irving	153.68
62-111	Robert M. Hager (driver)	
	Myron A. Hager (owner)	77.79
62-195	Alain Sola	40.92
62-123	Ted McLain	116.24
62-93	Ray B. McLain	33.20
62-235	Aloysius Kwiatkowski	226.73
62-237	James Yoctorowic	225.22
62-69	Columbia River Paper Co.	494.40
58-140	Fred F. Hanson	192.60
62-131	Larmer Transfer Co.	33.92

(For additional details, see the Chief Counsel's letter of March 1, 1963, entitled, "Report of Abandoned Claims," in the General Files, Salem.)

A report on legal proceedings filed against the Commission or its employees since the last meeting was made by the Chief Counsel. He mentioned the case of Clifford Eilers and Colonial Insurance Company vs. Jay Whittenberg, Robert Kentrer and Paul Jones, Highway employees, in which the plaintiff alleges negligence of the Highway employees because of improper directions given in passing a "burning machine." He also mentioned the case of Henry T. Doner and the State Farm Insurance Company vs. the State Highway Commission and C. H. Savage Company, alleging \$89.00 damage to Mr. Doner's automobile caused by the contractor's operations on the Yaquina Bay Bridge. The State's insurance carrier, he said, is defending both actions. The Commission accepted the report.

A request made by Lloyd Corporation for consent to street vacation on a portion of N. E. 9th Avenue and N. E. Hoyt Street in Portland was presented by the Chief Counsel. The requested street vacation, he stated, will not be detrimental to the State, and he recommended that it be approved and that the Secretary be authorized to sign the "Consent". The Commission accepted his recommendation.

Sale of 1,025 square feet of excess land on the East Marquam Interchange Section (Eastbank Freeway) of the Pacific Highway in Portland, was brought up by the Chief Counsel. The sale to Mr. and Mrs. Herman A. Lowen for \$250.00, he said, is in accord with conditions of the settlement for property acquired from them, which settlement was approved by the Commission on December 20, 1962. Following his favorable recommendation, the Commission approved the sale.

The Chief Counsel presented the matter of relinquishing to the City of Bandon for public use three parcels of excess property (File R-5312) on the Oregon Coast Highway right of way in the City of Bandon, Coos County. Transfer of the excess property, he stated, has been approved by the Engineering Division as they are no longer needed for highway purposes and he recommended that they be transferred to the City of Bandon. The Commission approved the transfers of property.

A report was presented by the Chief Counsel on negotiations with Lane County and the State Board of Higher Education concerning conveyance of 2.78 acres of land desired by the Oregon Trail Council, Boy Scouts of America. He recalled that a delegation had appeared before the Commission at the January 31, 1963, meeting and he had been instructed to attempt to work out a solution. The plan proposed, he said, is an exchange of property of equal values as follows: The State Board of Higher Education will deed to the Highway Commission 2.78 acres of land which the Commission originally deeded to them for public use, and the Commission in turn will deed this property without restriction to Lane County so the property can be conveyed to the Boy Scouts; Lane County will deed to the Highway Commission 2.78 acres of land of like value and located in the same area, which property will be deeded to the State Board of Higher Education with a restriction that it be used for stadium purposes only. He recommended approval of the land exchange. The Commission approved the transaction as outlined.

Authorization was requested by the Chief Counsel to begin legal proceedings against Gee Logging Company and others for damage in the amount of \$1,900 to Digger Creek Bridge on the Alsea Highway in Benton County. The Commission granted the authority.

The Commission considered a request from the Hood River Port Commission that the State join in a petition for annexation into the City of Hood River of a portion of the Columbia River Highway, including the Hood River Interchange, Hood River County. The proposed annexation, the Chief Counsel said, has been investigated by the Engineering Division and will not be detrimental to the State. He recommended that it be approved by the Commission and that the Secretary be authorized to sign a "Petition and Consent to Annexation." The Commission approved the recommendation.

The Commission considered acquisition of 3.22 acres of land near the Vista House on the Crown Point Secondary Highway in Multnomah County as an addition to Crown Point State Park. The Engineer commented that the property is occupied by a service station building, a small cabin and a run-down coffee shop, all of which are vacant. Purchase of this property, he stated, will remove the last remaining eyesore in the vicinity. Acquisition of the property has been recommended by the Columbia Gorge Commission, and he also recommended that authority be granted to negotiate for the purchase of this property, which is valued at approximately \$11,500. The Commission granted the authority.

The Engineer stated that he had made awards of contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he said, have been satisfied and awards of the contracts have been made. The Commission confirmed awards of the following contracts:

- (1) Construction of Arlington Viaduct Section of Columbia River Highway, Gilliam County. Bids received January 29, 1963. Contract No. 6219, awarded February 8, 1963, to Pacific Concrete Co. and Otis P. Jordan, Jr., Portland, low bidder.
- (2) Grading and paving the Whiskey Creek-Hood River Section of Mt. Hood Highway, Hood River County. Bids received January 29, 1963. Contract No. 6220 awarded February 11, 1963, to Henry H. Miller Contr., Inc., and Ed A. Miller, Wilbur, low bidder.

Consideration was given to a compromise settlement with the State Department of Forestry covering a fire adjacent to the Sams Valley Secondary Highway, a short distance northeasterly from Gold Hill. The Engineer explained that the fire started on August 9, 1960, and the State Department of Forestry was called to suppress the fire, expending the sum of \$3,685.34. The State Forester had made a claim on the Highway Department for this amount, alleging that the fire resulted from the operations of highway maintenance equipment in the area. After lengthy negotiations no proof was found as to whether the fire was started by the highway equipment or by some other cause. A compromise was offered to the State Forester in which the Highway Department would pay 50% of the cost, or \$1,842.67, in exchange for which the State Department of Forestry would give a complete release of all claims against the State Highway Department in this regard. He recommended that the compromise payment be approved. The Commission approved the payment.

The Commission also considered a claim submitted by Mr. Robert Horn, of the Robert Horn Real Estate Office in Roseburg, in the amount of \$149.60. The Engineer stated that a report from the Roseburg Division Office indicated that activities of the State Highway Department in construction of the Bellows Street-Spruce Street Project, Contract No. 6115, was the cause of the sewer obstruction which resulted in damage to Mr. Horn's property. The Legal Division has investigated the matter and has concurred in his recommendation that the claim be paid. The Commission approved payment of the claim.

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Reclassification of a section of the Oregon Coast Highway between Hunters Creek County Road, south of Gold Beach, and Brookings to the status of "Special Group I" was made on January 28, 1963. The same section was approved for "Dromedary and/or 40' Semitrailer Route" on February 5, 1963. These reclassifications, the Engineer said, were made because of improvement in the width and alignment of the highway. The Commission confirmed the reclassifications.

Placement of a temporary reduced load limit on the Pendleton-John Day Highway No. 28 from Nye Junction at M.P. 23.64 to Battle Mountain Park at M.P. 38.72 in Umatilla County, and on the Ukiah-Hilgard Highway No. 341 from Meadow Creek at M.P. 35.10 to Grande Ronde River Bridge at M.P. 46.68 in Union County was placed in effect, the Engineer stated, at 8 a.m., February 9, 1963. The reduced load limit allowed 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axle. Road conditions have improved to the extent that the load limit was removed at 8 a.m., February 26, 1963. The Commission confirmed the Engineer's actions.

The Commission considered a recommendation made by the Engineer "that all structural steel fabrication must be done within the limits of the Continental United States." He explained that a great deal of structural steel is now being furnished by foreign countries, and in some instances fabrication of this steel is being performed in foreign countries, thus complicating shop inspection during the fabrication. Most of the states do not permit fabrication of structural steel in foreign countries, and he recommended that the Commission include in the Highway Department's specifications a statement to that effect as quoted above. The Commission accepted his recommendation. The Commission also voted unanimously to use only domestic steel in the Astoria Bridge. This is in conformance with the policies of the states of California and Washington. The Commission instructed the Engineer to discuss this matter with the U.S. Bureau of Public Roads and the State of Washington highway officials to secure their approval. (This has been done.)

Attention was given to a request from Yamhill County stating that the County wishes to obtain possession of the existing Willamina River Bridge on the Salmon River Highway in Willamina when the new structure has been completed and opened for public travel. An investigation concerning the old bridge disclosed that it had been paid for by Yamhill County. As it has long been the policy of the Highway Commission to return steel spans without charge to the County that built them, the Engineer recommended that the bridge be given to Yamhill County without charge when the new structure is completed. The Commission approved the transfer as presented.

Requests were considered from Baker, Benton, Coos, Deschutes, and Polk Counties for 1964 Federal-aid secondary projects, totaling \$355,000. The Engineer stated that the projects have been investigated and are eligible for construction with Federal-aid Secondary Funds. Following his favorable recommendation, the Commission approved projects, as follows, and authorized the Secretary to sign routine finance agreements when they are prepared:

(Tabulation on next page)

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County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Baker	507	West Unit, Rock Creek-Haines Surface & oil, 2.7 miles	\$ 70,000	1964
Benton	830	Mary's River Bridge Structure only	\$ 45,000	1964
	864	Luckiamute River Bridge at Hoskins. Structure only.	\$ 45,000	1964
Coos	890	North Ten Mile Lake Bridge Structure only	\$ 65,000	1964
Deschutes	906	College Road Oil & curb, 1.0 mile	\$ 40,000	1964
Polk	751	Little Luckiamute River-Old Pacific Highway West Grading & surfacing, 3.2 miles	\$ 90,000	1964

TOTAL \$ 355,000

SUMMARY BY FISCAL YEARS	1964	Estimated 1965	Total
Allocated funds	\$3,746,000	\$3,844,000	\$7,590,000
Approved projects (Corrected to date)	1,209,000	---	1,209,000
Unprogrammed Balance	\$2,537,000	\$3,844,000	\$6,381,000
Projects proposed 3/14/63	355,000	---	355,000
Unprogrammed Balance	\$2,182,000	\$3,844,000	\$6,026,000

The Commission considered a request from Carl M. Halvorson, Inc., on Contract No. 6145 for grading on The Cove Section of FAS Route No. 660 in Jefferson County, for an increase in workdays from 75 to 91 days within which to complete the contract without assessment of liquidated damages. The Engineer stated that investigation disclosed the contract carried a provision that the existing road to Cove Palisades Park could not be closed to traffic until September 15, 39 working days after award of the contract. No provision was made to delay workday count during this period; thus 29 workdays charged during this period should be shown as an extension of time. He recommended that an extension of 29 workdays be granted without assessment of liquidated damages. The Commission approved the recommendation.

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The Engineer reported that Contract Nos. 5756, 5762, 5795, 5828, 5829, 5832, 5877, 5947, 5962, 6006, 6027, 6049, 6086, 6116, 6123, 6132, 6150, and 6187 for highway construction have been completed in accordance with 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 "Contracts Completed Resolution No. 121," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer presented for the Commission's consideration surveys for the relocation or improvement of seven sections of state highways. He explained in detail pertinent facts pertaining to each proposed survey, and pointed out that careful engineering consideration had been given in each instance so as to provide the best possible highway facility commensurate with the cost and the amount of traffic involved. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 266 and 267," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) Bowers Slough Section of Albany-Corvallis Highway, Benton County. ("Survey Resolution No. 267")
- (2) Alsea Mountain Section of Alsea Highway, Benton County. ("Survey Resolution No. 267")
- (3) West Unit-Coast Range Summit Section of Corvallis-Newport Highway, Lincoln County. ("Survey Resolution No. 267")
- (4) Riley South Section of Lakeview-Burns Highway, Harney County. ("Survey Resolution No. 267")
- (5) Flat Creek-Fields Creek Section of John Day Highway, Grant County. ("Survey Resolution No. 267")
- (6) Hegan Creek-Selma Section of Redwood Highway, Josephine County. A public hearing was held on this project in Grants Pass on February 6, 1963. ("Survey Resolution No. 266")
- (7) Corvallis-Orleans Section of Corvallis-Lebanon Highway, Linn County. ("Survey Resolution No. 267")

A resolution was presented by the Engineer rescinding "Speed Zone Resolution No. 220" and establishing a 40 mile-per-hour speed zone on the Pacific Highway West in Benton County, between the south city limits of Corvallis, M.P. 84.21, and a point 0.19 mile south of Goodnight Lane, M.P. 85.71, with a 20 mile-per-hour indicated speed during hours of school crossings between M.P. 84.86 and M.P. 85.03. Following his favorable recommendation, the Commission approved the revision in speed zone and thereupon adopted "Speed Zone Resolution No. 384," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

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Three abandonment resolutions were presented by the Engineer. He explained that the reconstructed sections of highways have been completed and the old sections are being disposed of by resolutions as provided in previous agreements with the Counties. The Commission approved abandonment of the following sections and thereupon adopted "Abandonment and Retention Resolution Nos. 363, 391 and 405," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Five Rivers Section of Alsea Highway, Lincoln County. (See "Abandonment & Retention Resolution No. 391.")
- (2) Rhinehart-Elgin Section of Wallowa Lake Highway, Union County. (See "Abandonment & Retention Resolution No. 363.")
- (3) Astoria Airport Section of Oregon Coast Highway, Clatsop County. (See "Abandonment & Retention Resolution No. 405.")

The Engineer also presented a resolution redesignating portions of existing highways as additions to the Mosier-The Dalles Highway and The Dalles-California Highway in Wasco County. The effect of the redesignation, he stated, is to extend The Dalles-California Highway northerly via The Dalles Bridge Highway to the Washington state line and to extend Mosier-The Dalles Highway easterly via the old Columbia River Highway to the redesignated The Dalles-California Highway. The Commission approved the redesignations and thereupon adopted "Primary Highway Designation Resolution No. 37," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An agreement with the City of Independence covering improvement of Fifth Street in Independence was presented by the Engineer. He explained that the improvement is covered by the Special City Allotment Fund under which the State will pay \$20,000, with the City to pay an estimated balance of \$10,000. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it on their behalf.

Consideration was given to a cooperative construction agreement with Lincoln County covering construction of the Siletz River Bridge on the Sams Creek County Road, FAS 832. This project, the Engineer stated, was originally approved August 18, 1960, but an error in the plans had been found and redesigning was necessary. The revised estimate of cost exceeds the original amount by slightly more than \$4,000. The Commission approved the agreement on the revised basis, and authorized the Secretary to sign it on their behalf.

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Throughway agreements with Sherman and Jackson Counties covering highway construction on the Columbia River Highway in Sherman County and on the Pacific Highway in Jackson County were presented by the Engineer. These, he stated, are routine agreements setting out the obligations of the Counties and the State in reference to highway construction, particularly as to the closure of county roads. Based upon his favorable recommendation, the Commission approved the following throughway agreements and authorized the Secretary to sign them in their behalf:

- (1) With Sherman County covering the construction of Celilo-Biggs Section of Columbia River Highway, Sherman County.
- (2) With Sherman County covering construction of Biggs-Rufus Section of Columbia River Highway, Sherman County.
- (3) With Jackson County covering South Ashland Interchange-Wall Creek Section of Pacific Highway, Jackson County.

A supplemental railroad agreement with Northern Pacific Railway Company covering easements on the West Portland City Limits-St. Johns Bridge Section of Lower Columbia River Highway in Multnomah County was considered. This supplemental agreement, the Engineer stated, is necessary to correct minor descriptive errors made in the original agreement dated October 29, 1962. The Commission approved the supplemental agreement.

The Commission considered a recommendation made by the Engineer which would allow vehicles hauling logs to operate on state highways with a total height not to exceed 13 feet 6 inches. He explained that in August, 1962, the Commission had taken action to allow vehicles other than log trucks to operate with heights up to 13 feet 6 inches. The log hauling industry has requested relief from this restriction. It was his opinion that because of improvement in hauling equipment and the method of securing loads, plus favorable accident experience, the height limit for log trucks could be increased to the same as allowed other vehicles. He also pointed out that log trucks will be required to have bunk stakes to support the logs rather than chock blocks which are sometimes used. The Commission accepted the recommendation and thereupon adopted "Permit Resolution No. 241," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission approved the minutes of the meeting held on January 22, 1963, at which time bids were opened for sale of highway construction bonds, and the minutes for the regular meeting of January 31, 1963.

The date for the next regular Commission meeting was confirmed for April 25, 1963, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for June 6, 1963.

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The Commission deferred award of contracts until other items on the agenda had been considered.

Attention was given to a supplemental throughway agreement with the City of Bay City in Tillamook County concerning paving of the Garibaldi-Bay City Section of the Oregon Coast Highway. The Engineer explained that the work was originally covered in an agreement dated February 14, 1961, but the supplemental agreement is necessary because the project has been lengthened approximately 2,500 feet to the south. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer called attention to a change in traffic pattern which has developed at the intersection of the Albany-Junction City Highway (old Pacific Highway) and the Corvallis-Lebanon Highway in Linn County. The existing stop signs require traffic on the Corvallis-Lebanon Highway to stop before entering the Albany-Junction City Highway. Traffic on the two highways is practically the same, he continued, averaging about 2,000 vehicles a day; however, traffic on the Corvallis-Lebanon Highway has greater peak periods due in part to games and other functions at Oregon State University. He recommended that "Through Highways and Stop Signs Resolution No. 14" as it pertains to the stop regulation at this intersection be amended as follows:

"At the intersection of the Corvallis-Lebanon Highway, traffic on the Albany-Junction City Highway shall stop and no stop shall be required for traffic entering from the Corvallis-Lebanon Highway."

The Commission accepted his recommendation and thereupon adopted "Through Highways and Stop Signs Resolution No. 14b," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Renewal of an agreement with Oregon State University for soil testing for the first six months of 1963 was discussed. The Engineer stated that a program of soil classification in Oregon had been started in 1958 with the Bureau of Public Roads and the Soil Conservation Service. The project has been financed with Highway Planning Survey Funds and the soil testing work has been done by Oregon State University at cost. The agreement is being presented covering a six-month period because of the conversion of operations from a calendar year to a fiscal year basis. Cost for the six month period is estimated at \$1,500. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Two easement agreements with Southern Pacific Company allowing the State to construct certain highway features on Railroad property on the Bay City-Garibaldi Section of the Oregon Coast Highway in Tillamook County were presented by the Engineer. The agreements, he stated, have been carefully examined and are needed in connection with highway construction in this area. Following his favorable recommendation, the Commission approved the agreements.

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The Commission also considered construction and easement agreements with Southern Pacific Company concerning the proposed crossing of the Railroad's Woodburn-Springfield Branch by the Eugene-Springfield Highway ("Q" Street Route) in Lane County. These documents have been carefully examined, the Engineer stated, and are in order. It was his recommendation that they be approved. The Commission approved the construction and easement agreements.

Consideration was given to a supplemental agreement with the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, extending for a five-month period the original agreement covering construction of an overcrossing of the Union Pacific's tracks in the City of Hood River on the Columbia River Highway (Interstate 80N). The extension of time, the Engineer explained, is due to the time required for construction. Based on his favorable recommendation, the Commission approved the agreement extension.

A cooperative construction agreement with the City of Moro on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County was presented by the Engineer. Under terms of the agreement the City approves the plans for highway construction and agrees to enforce parallel parking on the Sherman Highway within the city. The agreement has been approved by the city officials and the Engineer recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a cooperative construction agreement with the City of Medford concerning a drainage improvement project on the Rogue Valley Highway No. 63 and the Medford-Provolt Highway No. 272 in the City of Medford. The Engineer recalled that the project had been approved on May 25, 1962, as a part of the state construction program. He estimated the cost to the State at \$58,960 and the cost to the City at \$12,390 or a total of \$71,350. 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 concerning revision of traffic signals and signing at four intersections on the East Bank Freeway Section of the Pacific Highway in Portland. The signals, traffic islands, and signs to be installed on North Interstate Avenue at North Shaver Street and North Failing Street are temporary in nature. The installations at North Wheeler Avenue and North Williams Avenue and at N.E. Victoria Avenue and N.E. Weidler Street are to be permanent, the Engineer stated. Cost to the State he estimated at \$13,000. The City agrees to furnish and install signal controllers and cabinets at four locations and other facilities for an island at North Williams and Wheeler Avenues. The City also agrees to maintain the traffic signals and signs and to pay for electrical energy consumed by them. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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A three-way agreement between the State Highway Commission, City of Medford, and The Medford Corporation concerning a drainage project near the junction of the Crater Lake Highway and the Pacific Highway in Jackson County, was discussed. The Engineer explained that a bad drainage condition exists at this location involving the three parties to the agreement. The Medford Corporation is to supply culvert pipes for the project, construct a crossing of the Rogue River Valley irrigation canal and a drain ditch, and perform maintenance on a portion of the project. The City is to perform clearing, construct ditches, install pipes north of the Pacific Highway and also perform maintenance on a part of the system. The State is to prepare plans, furnish field engineering, install and maintain culvert pipes and construct some other facilities adjacent to the Pacific Highway. He estimated the cost of the State's portion at \$2,500 and recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was also given to an agreement with the City of Central Point covering improvement of Pine Street from Front Street to near Haskell Street. The Engineer remarked that this project is one financed by Special City Allotment Funds in which the State pays up to \$20,000 and the City provides any amount above that. This particular job, he estimated, will cost approximately \$23,000. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer reported that a change in alignment is necessary on the Columbia River Highway (Interstate 80N) between Rufus and the John Day River in Sherman County. Removal of a talus slide exposed a strata of clay upon which was resting a high rock bluff. An agreement has been reached with the Corps of Engineers, the contracting agency in this project, and the Bureau of Public Roads covering the change in alignment which will cost approximately \$750,000 additional. This amount is matched interstate funds representing the fair share of the State and Bureau of Public Roads on the line change. He also mentioned that it is the obligation of the Corps of Engineers to relocate the road to a standard adequate for present day traffic. The State and the Bureau of Public Roads are required to make up the difference to convert the highway to an interstate freeway standard. The Commission accepted the report.

The Engineer discussed with the Commission bids received on March 12. He commented as to the number of bids received for each project, the name of the low bidder, the Engineer's estimate of cost, the amount of the low bid, and his recommendation as to award. At 10:20 a.m., the Commission awarded contracts as follows, and authorized the Secretary to sign the contracts on behalf of the Commission:

BIDS RECEIVED IN SALEM ON MARCH 12, 1963

"Farewell Bend State Park Concession Building in Baker, County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, John Burlew, Baker, at \$12,969.00.

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"Grading and paving on the Philomath ("I" and College Streets) Section of City Streets in Benton County. State project. Four bids were received. The Commission awarded the contract to the low bidder, M. O. Salmon, Albany, at \$15,602.50.

"William M. Tugman State Park Bathhouse along the Oregon Coast Highway in Coos County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, James & Stritzke Construction Company, Roseburg, at \$18,974.00.

"Deschutes County Roads Oiling Project on FAS Routes 793, 899, 904 and 905 in Deschutes County. FAP Nos. S-347(2), S-486(1), S-502(1), and S-503(1). Four bids were received. The Commission elected to accept the low bid of Babler Bros., Inc., Portland, in the sum of \$68,515.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Deschutes County is received and the sum of \$15,600.00 is deposited by the County.

"Signing installation on Weaver Road-Canyonville Section of the Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-2(27)100. Four bids were received. The Commission awarded the contract to the low bidder, Electrical Products Division, Federal Sign and Signal Corporation, Portland, at \$34,903.39.

"Roadside improvement on Rice Hill-N. Oakland Junction Section of Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(48)145. Four bids were received. The Commission awarded the contract to the low bidder, Solomon Aichele, Portland, at \$40,512.50.

"Milo-Jackson County Line Rock Production Project on Tiller-Trail Highway in Douglas County. State project. Four bids were received. The Commission awarded the contract to the low bidder, Carte Bros. Company, Myrtle Creek, at \$37,240.00.

"Coos County Line-Camas Valley Rock Production Project on Coos Bay-Roseburg Highway in Douglas County. State project. Four bids were received. The Commission awarded the contract to the low bidder, Beckley & Thomas Rock Products, Roseburg, at \$23,880.00.

"Oiling on the Prairie City-Deardorff Creek Road Section of FAS Route 452, in Grant County. FAP No. S-504(1). Five bids were received. The Commission elected to accept the low bid of Percy E. Jellum Contractor, Inc., Pendleton, in the sum of \$49,507.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Grant County is received and the sum of \$11,300.00 is deposited by the County.

"Buchanan Spring-Juntura Rock Production Project on Central Oregon Highway in Harney and Malheur Counties. State project. Four bids were received. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at \$31,050.00.

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"Grading, stone base, paving, structure and signing on S. Ashland Interchange-Wall Creek Section of Pacific Highway in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(49)009. Five bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Medford, at \$3,099,093.00.

"Grading and paving on Medford Street Drainage Improvement Project on Rogue Valley and Medford-Provolt Highways in Jackson County. State project. Three bids were received. The Commission elected to accept the low bid of Hughes & Dodd Company, Medford, in the sum of \$66,043.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Medford is received and the sum of \$14,000.00 is deposited by the City.

"Paving and guardrail on Midland-Worden Section of The Dalles-California Highway in Klamath County. State project. Four bids were received. The Commission awarded the contract to the low bidder, Rogue River Paving Company, Medford, at \$140,030.40.

"Hager-California State Line Rock Production Project on Klamath Falls-Malin Highway in Klamath County. State project. Three bids were received. The Commission awarded the contract to the low bidder, George R. Stacy Company, Klamath Falls, at \$31,950.00.

"Collier Memorial State Park Overnight Camping Installation, along The Dalles-California Highway in Klamath County. State project. Five bids were received. The Commission rejected all bids as being too high.

"Paving and structures on Willamette River-Coburg Road Section of Eugene-Springfield Highway in Lane County. FAP No. I-105-4(108)196. Four bids were received. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Inc., Eugene, at \$884,328.75.

"Mehama-Linn County Line Rock Production Project on the North Santiam Highway in Marion County. State project. Two bids were received. The Commission awarded the contract to the low bidder, Roseburg Sand & Gravel Company, Roseburg, at \$38,720.00.

"Columbia Boulevard and U.P.R.R. Overcrossing, Minnesota Freeway Section of Pacific Highway in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(39)307. Fourteen bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Vancouver, Washington, at \$518,305.00.

"Remodeling existing office building at N. E. Glisan Street and N.E. 58th Avenue in Portland, Multnomah County. State project. Six bids were received. The Commission awarded the contract to the low bidder, Beebe Construction Company, Portland, at \$44,935.00.

"Grading and paving on S. Unit, Wasco-Moro Section of Sherman Highway in Sherman County. FAP No. F-152(9). Nine bids were received. The Commission awarded the contract to the low bidder, L. S. Matusek, Portland, at \$610,828.00.

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"Oiling on Holmes Canyon-Finnegan Creek Section of FAS Route 649 in Sherman County. FAP No. S-496(1). Six bids were received. The Commission elected to accept the low bid of J. C. Compton Company, McMinnville, in the sum of \$14,354.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Sherman County is received and the sum of \$3,300.00 is deposited by the County.

"Grading, stone base and paving on Garibaldi-Bay City Section of Oregon Coast Highway in Tillamook County. FAP Nos. F-129(11) and S-478(2). Three bids were received. The Commission awarded the contract to the low bidder, S. D. Spencer & Son, Vancouver, Washington, at \$536,524.50.

"Nye Junction-Ukiah Rock Production Project on the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County. State project. Five bids were received. The Commission awarded the contract to the low bidder, J. Arlie Bryant, Inc., Spokane, Washington, at \$45,510.00.

"Hermiston Rock Production Project on four state highways in Umatilla County. State project. Eight bids were received. The Commission awarded the contract to the low bidder, J. Arlie Bryant, Inc., Spokane, Washington, at \$22,800.00.

"Shaniko Rock Production Project on Sherman and Shaniko-Fossil Highways in Wasco County. State project. Five bids were received. The Commission awarded the contract to the low bidder, J. Arlie Bryant, Inc., Spokane, Washington, at \$21,600.00.

"Four structures on McMinnville Section of Three Mile Lane Highway in Yamhill County. FAP No. S-469(3). Ten bids were received. The Commission awarded the contract to the low bidder, Workman Construction Company, Canby, at \$327,317.50.

A delegation from Morrow County came before the Commission regarding improvement and realignment of the Heppner Highway south of Heppner Junction. The following persons were present: Judge Oscar Peterson, Morrow County Judge; C.J.D. Bauman, Sheriff; Oliver Creswick, Chairman, Heppner-Morrow County Chamber of Commerce Development Commission and Chairman of Morrow-County Resources Planning and Development Council; Mrs. Oliver Creswick; Ronald Creswick; Robert Van Houte, County School Superintendent; all from Heppner; Les Grant, City Council; Miles McKay, Chamber of Commerce; Harold Hartfield, Chamber of Commerce, Arlington; Allen Nistad, Kinzua Corporation, Kinzua; O.W. Cutsforth, Heppner Chamber of Commerce, Lexington; Milton A. Biegel, County Commissioner, Irrigon; George Dewey, Oregon Farm Bureau, Salem; and Sam Boyle, Oregon Highway Lifesavers from Beaverton. Mr. Creswick presented a "Proposed Highway Development Program for Morrow County." He commented that the Heppner Highway between Heppner Junction and Horseshoe Bend, south of Morgan, should be rerouted down Four-Mile Canyon, thus cutting off approximately 13 miles in distance between Heppner and Arlington. The shorter route, he stated, would be of great benefit to farmers in the interior and would also provide an easier route for tourists and others seeking recreation in the interior part of the county. Development of the Boardman Space Age Industrial Park and proposed

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construction of a dam at Heppner accented the need for highway improvements. He also requested realignment of the 20 mile section between Horseshoe Bend, south of Morgan, and Heppner. He recalled that in his knowledge no major realignment had been performed on this section since the highway was constructed in 1921. Mr. Bauman called attention to fatal accidents which had occurred on a curve approximately two miles below Ione. Four people had died in one accident which occurred on a blind sharp curve with no guardrail. Mr. Nistad urged that the highway be improved for the economic betterment of the county. Mr. Grant mentioned that the City of Arlington would have to be relocated within 18 months because of construction of the John Day Dam. The City, he stated, is dependent upon the residents of the interior of the county and better roads into the interior would be of value to all. The Arlington City Council and Chamber of Commerce, he added, support the request that the Heppner Highway be improved particularly between Heppner and Arlington. Mr. Dewey presented a resolution that the Morrow County Farm Bureau had enacted on February 26, 1963, urging high priority for reconstruction of the Heppner Highway on revised alignment. Judge Peterson also presented statements from other organizations in North Central Oregon urging improvement to the Heppner Highway. Chairman Jackson stated that the agreement recently reached with the Army Engineers and the submission of plans by the Boeing Company indicate changed conditions and the necessity for some revisions in plans concerning the Boardman Space Age tract. It was his thought that pending determination of the status of the Boardman tract it might be possible to perform some smaller projects to remove some of the hazards from the Heppner Highway. The Commission, he stated, is watching the development of the Boardman Space Age tract to coordinate highway planning with its needs.

A delegation representing the Tillamook Chamber of Commerce Road Committee came before the Highway Commission regarding improvement of state highways in Tillamook County. The following persons from Tillamook were present: Earl K. Sweet, Chairman of the Highway Committee of the Tillamook County Chamber of Commerce, and William Dunn, President of the Tillamook County Chamber of Commerce. Mr. Dunn read a letter from the Tillamook County Chamber of Commerce in which the Board of Directors gave unanimous support to the Oregon Coast Association in its request for improvement of US 101 in Tillamook County. The Chamber also went on record as favoring an additional one cent gas tax and an additional \$5.00 license fee for passenger cars in lieu of issuing bonds for highway construction. Mr. Sweet pointed out that of the total mileage contained in the Oregon Coast Highway, there are 65 miles in Tillamook County, or approximately one-fifth of its total length. Of these 65 miles, only 9.9 miles have been reconstructed by the State since 1950. Since Tillamook County has had a population decrease it needs outside capital to develop its industrial potential, and lack of a good highway is discouraging such investment. Also, investors, he stated, are wary of making developments when they do not know where or when the highway will be relocated. First priority for a project in Tillamook County should be improvement of the Oregon Coast Highway immediately north of Neskowin. He also requested that surveys be conducted on other sections of highway between Neskowin and Tillamook. Chairman Jackson thanked the delegation for their attitude concerning increased revenues for highway construction. The Commission's problems, he said, would be much simplified if additional funds were available. He also remarked that the Commission today had awarded a contract in the amount of \$536,524.50 for grading and paving

approximately 3.5 miles on the Garibaldi-Bay City Section of the Oregon Coast Highway. The Commission, he said, is aware of the needs in Tillamook County, but lacks funds to make improvements.

Mr. Richard G. Montgomery and Mr. Richard G. Montgomery, Jr., Portland, from Richard G. Montgomery and Associates; and Mr. Patrick O'Brien, Portland, Permanente Cement Company, came before the Commission, representing the cement industry of Oregon to urge use of more portland cement in highway construction. Mr. Montgomery presented to the Commission copies of a prepared statement. He inquired of the Commission as to their future plans for the use of portland cement in road construction and mentioned that there are no highway contracts underway at the present time requiring use of portland cement for highway surfacing. He mentioned the AASHO Illinois Road Test which, he said, proved the value of portland cement in road construction, and inquired as to why the trend appears to be away from portland cement in the state of Oregon. He pointed out that nationwide on the Interstate System, 57% of the mileage improved had been paved with portland cement compared with 25% in Oregon and 87% in the State of Washington. Lower maintenance costs were claimed for portland cement surfacing compared with asphalt surfacing, and he mentioned that the payroll of portland cement industry in Oregon is approximately \$14,000,000 annually. Use of improved methods in the laying of portland cement concrete was urged, including slip-form paving. It was his feeling that the use of alternate sections of portland cement concrete and asphalt pavement is not good because many of the portland cement jobs are contracted on too small a scale. Contractors in Oregon, he continued, cannot afford to purchase the most modern portland cement paving equipment because of the scarcity of jobs. He asked the Commission to consider the use of portland cement on The Dalles Bypass Section of the Columbia River Highway, on other Eastern Oregon Interstate bypasses, and also on sections of ABC highways. Non-reinforced concrete and the use of slip-form paving which is the most economical method, he said, should also be investigated.

The Commission signed or authorized the Secretary to sign the following papers:

"Indenture of Access" to the August & Laura Wassenmiller property on the Tygh Grade Summit-Butler Canyon Section of The Dalles-California Highway in Wasco County.

"Indenture of Access" to the Haeckel and Dorothy D. Timeus property on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" to the J. E. Booth property on the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County.

"Indenture of Access" to the Edgar E. and Barbara A. Colburn property on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

"Grant of Access" to the Henry C. and Anne L. Ahrens property on the Bridge-Tanner Creek Section of the Coos Bay-Roseburg Highway in Coos County.

"Right of Way Easement" to Pacific Power & Light Company for construction, maintenance and operation of power lines on the Oakland Junction-Wilbur Section of the Pacific Highway in Douglas County.

"Bargain & Sale Deed" to Herman A. & Else Lowen for a parcel of land on the East Marquam Interchange Section of the Eastbank Freeway, Pacific Highway in Multnomah County.

"Relinquishment of Title" to the City of Bandon for property on the Bandon Section of the Oregon Coast Highway in Coos County.

"Quitclaim Deed" to City of Bandon covering property on the Bandon Section of the Oregon Coast Highway in Coos County.

"Bargain and Sale Deed" to Lane County for a parcel of land lying in SE $\frac{1}{4}$ of Section 29, Township 17 South, Range 3 West W.M.

"Bargain and Sale Deed" to State Board of Higher Education for a parcel of land lying in Section 28, Township 17 South, Range 3 West, W.M., Lane County.

"Supplemental Agreement" with the Northern Pacific Railway Company covering easements on the West Portland City Limits-St. Johns Bridge Section of the Lower Columbia River Highway.

"Construction and Easement Agreement" with Southern Pacific Company covering the proposed crossing of the Railroad's Woodburn-Springfield Branch by the Eugene-Springfield Highway ("Q" Street Route).

"Supplemental Agreement" with Union Pacific Company covering construction of the Union Pacific tracks in Hood River with Interstate Highway 80N.

"Agreements" with Southern Pacific Company which will permit Highway Department to construct certain highway features on railroad property on the Bay City-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

"Grant of Easement" to the Fir Cove Sanitation Corporation for a sanitary sewer outfall line on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Quitclaim Deed" to Halbert Memorial Baptist Church of Salem to a parcel of land on the Salem Bypass Section of the Pacific Highway East in Marion County.

March 14, 1963

"Consent to Street Vacation" for a portion of N.E. 9th Avenue and N. E. Hoyt Street in Portland as requested by Lloyd Corporation.

"Agreement" with City of Independence covering the Special City Allotment project on Fifth Street.

"Cooperative Construction Agreement" with Lincoln County covering construction of the Siletz River Bridge on Sams Creek County Road (FAS 832).

"Throughway Agreement" with Sherman County covering construction of Celilo-Biggs Section of Columbia River Highway in Sherman County.

"Throughway Agreement" with Sherman County covering construction of Biggs-Rufus Section of Columbia River Highway, Sherman County.

"Throughway Agreement" with Jackson County covering South Ashland Interchange-Wall Creek Section of Pacific Highway, Jackson County.

"Supplemental Throughway Agreement" with City of Bay City covering the Garibaldi-Bay City Section of Oregon Coast Highway, Tillamook County.

"Agreement" with State Board of Higher Education on behalf of Oregon State University, covering soil testing in conjunction with the Bureau of Public Roads and Soil Conservation program.

"Cooperative Construction Agreement" with City of Moro covering the South Unit, Wasco-Moro Section of Sherman Highway and particularly the city of Moro.

"Cooperative Construction Agreement" with the City of Medford covering drainage improvement in Medford on the Rogue Valley Highway and Medford-Provolt Highway, Jackson County.

"Agreement" with City of Portland covering a revision of traffic signals and signing at 4 intersections in Portland on Eastbank-Freeway Section of Pacific Highway, Multnomah County.

"Petition and Consent to Annexation" regarding request of Hood River Port Commission for Highway Commission to join in petition to City of Hood River for annexation into the city of a portion of Columbia River Highway, including Hood River Interchange.

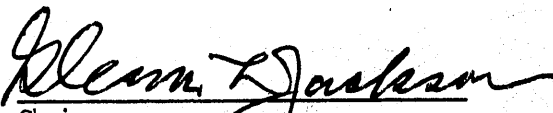
"Agreement" between State, City of Medford and The Medford Corporation covering a drainage project near the junction of the Crater Lake Highway and the Pacific Highway in Jackson County.


"Agreement" with the City of Central Point covering the Special City Allotment project on Pine Street from Front Street to Haskell Street in City of Central Point.


March 14, 1963

There being no further business to conduct, the meeting was declared adjourned at 11:45 a.m., by Chairman Jackson.


State Highway Engineer


Chairman


Commissioner


Secretary

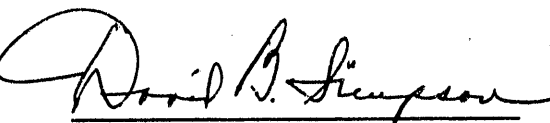

Commissioner

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33714	Apr. 25	<p><u>RIGHT OF WAY ENGINEER REPORTS:</u> <u>REAL PROPERTY</u> acquisition approved. POLK COUNTY. Pacific Hwy. West. Holmes Gap-Rickreall Section. Fast property. Acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. MULTNOMAH COUNTY. Columbia River Hwy. Sauvie Island Bridge-St. Johns Bridge. Access for BPA approved.</p>
33715		<p>PUBLIC SALE OF PROPERTY authorized. <u>CHIEF COUNSEL REPORTS:</u> <u>CONDEMNATION OF REAL PROPERTY</u> authorized.</p>
33716		CONDEMNATION CASES TRIED. Report accepted.
33718		CONDEMNATION CASES SETTLED. Report accepted.
33720		CONDEMNATION CASES. Offers for property confirmed.
33724		PUC MATTERS. Report accepted.
33725		<p>DAMAGE CLAIMS. Quarterly report accepted. MULTNOMAH COUNTY. Columbia River Hwy. St. Helens Road Freight Lines & General Paint Spur. Encroachment permit with SP&SRR Company approved. LEGAL PROCEEDINGS against Commission reported on: John G. Groner vs Robert V. Cotton & certain State Hwy. Department employees. Astoria Oil Co. Inc., vs I. R. Williams & R. F. Larsen dba Astoria Navigation Co., vs State. DAMAGE CLAIMS COMPROMISE SETTLEMENTS as follows: State vs Charles Van Cleef, Jr. State vs John H. Grubles & Raymond S. Smith.</p>
33726		<p>APPRAISAL SERVICES RESOLUTION to execute contracts in accordance with BPR regulations authorized. <u>ENGINEER REPORTS:</u> <u>TILLAMOOK COUNTY.</u> Nehalem Bay State Park. Negotiation for 140 acres for park purposes authorized. BAKER COUNTY. Farewell Bend State Park Concession Building. Power line extension agreement with Idaho Power Co. approved. UMATILLA COUNTY. Ukiah-Dale Forest Wayside. Easement deed to US Forest Service re logging road approved.</p>
33727		<p>CLATSOP COUNTY. Ecola State Park. Diamond Lumber Co., timber contract completion settlement accepted. BAKER COUNTY. Farewell Bend State Park. Supplemental commercial power contract with Idaho Power Co. approved. LANE-DOUGLAS-COOS COUNTIES. Sand Dunes Park development. Hwy. Commission statement as to developing proposed Park. AWARD OF CONTRACTS confirmed.</p>
33728		<p>TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Section from Group 11 to Group 1 status confirmed. WASCO COUNTY. The Dalles-California Hwy. The Dalles-8 Mile Creek Section. McClaskey property condemnation settlement with County approved.</p>

VOLUME 48

COMPLETE

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1963

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MARCH 31, 1964

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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

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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33725		<p>DAMAGE CLAIMS. Quarterly report accepted. MULTNOMAH COUNTY. Columbia River Hwy. St. Helens Road Freight Lines & General Paint Spur. Encroachment permit with SP&SRR Company approved. LEGAL PROCEEDINGS against Commission reported on: John G. Groner vs Robert V. Cotton & certain State Hwy. Department employees. Astoria Oil Co. Inc., vs I. R. Williams & R. F. Larsen dba Astoria Navigation Co., vs State. DAMAGE CLAIMS COMPROMISE SETTLEMENTS as follows: State vs Charles Van Cleef, Jr. State vs John H. Grubles & Raymond S. Smith.</p>
33726		<p>APPRAISAL SERVICES RESOLUTION to execute contracts in accordance with BPR regulations authorized. ENGINEER REPORTS: TILLAMOOK COUNTY. Nehalem Bay State Park. Negotiation for 140 acres for park purposes authorized. BAKER COUNTY. Farewell Bend State Park Concession Building. Power line extension agreement with Idaho Power Co. approved. UMATILLA COUNTY. Ukiah-Dale Forest Wayside. Easement deed to US Forest Service re logging road approved.</p>
33727		<p>CLATSOP COUNTY. Ecola State Park. Diamond Lumber Co., timber contract completion settlement accepted. BAKER COUNTY. Farewell Bend State Park. Supplemental commercial power contract with Idaho Power Co. approved. LANE-DOUGLAS-COOS COUNTIES. Sand Dunes Park development. Hwy. Commission statement as to developing proposed Park. AWARD OF CONTRACTS confirmed.</p>
33728		<p>TILLAMOOK COUNTY. Little Nestucca Secdy. Hwy. Section from Group 11 to Group 1 status confirmed. WASCO COUNTY. The Dalles-California Hwy. The Dalles-8 Mile Creek Section. McClaskey property condemnation settlement with County approved.</p>

<u>Page</u>	<u>Date</u>	<u>Subject</u>
33729	1963 Apr. 25	<p>ENGINEER REPORTS: (Cont.)</p> <p>BAKER COUNTY. Baker area. Powder River ice breakup. Flood prevention work by Hwy. crews not charged to Baker.</p> <p>DOUGLAS COUNTY. Coos Bay-Roseburg Hwy. Bear Creek area. Payment of \$208.91 to BLM for trees approved.</p> <p>INCREASE IN PROJECT AUTHORIZATION approved for contracts #5950 - #6222.</p> <p>CONTRACTS completed and accepted.</p> <p>LANE COUNTY. McKenzie Hwy. Blue River-Mill Creek Section. BPR location survey approved.</p>
33730		<p>DOUGLAS COUNTY. Tiller-Trail Secdy. Hwy. Milo-Jackson County Line Rock Production Project.</p> <p>Carte Brothers Co. relieved from 5% payment of bid bond.</p> <p>Beckley & Thomas Rock Products, Inc., awarded contract.</p> <p>TILLAMOOK COUNTY. Wilson River Hwy. Fall Creek Fishway construction agreement. \$872 expenditure approved.</p> <p>FOREST HIGHWAY PROGRAM:</p> <p>Cascade Lakes Hwy. Transfer of \$300,000 from Quinn River-South Section to Bend-Bachelor Butte Section approved.</p>
33731		<p>Baker County. Anthony Lakes Hwy. Forest Boundary Section. US Forest Service will improve above Section.</p> <p>SPEED ZONES ESTABLISHED-RESCINDED as follows:</p> <p>LANE COUNTY. McKenzie Hwy. Leaburg Drive area.</p> <p>UMATILLA COUNTY. Ukiah-Hilgard Secdy. Hwy. Ukiah area.</p>
33732		<p>LINN COUNTY. Albany-Junction City Hwy. Tangent.</p> <p>LINN COUNTY. Albany-Junction City Hwy. Shedd</p> <p>GRANT COUNTY. Pendleton-John Day Hwy. Fox.</p> <p>MARION COUNTY. Pacific Hwy. East. Salem north.</p> <p>BAKER COUNTY. Old Oregon Trail. Haines west.</p> <p>NO PARKING ZONE ESTABLISHED as follows:</p> <p>KLAMATH COUNTY. Midland Secdy. Hwy. MP 2.35 - MP 2.65.</p> <p>AGREEMENTS approved as follows:</p>
33733		<p>TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City. Warren St. Jct. School crossing sign-flashing beacon agreement.</p> <p>POLK COUNTY. Pacific Hwy. West. Monmouth. Powell St. Jct. School crossing sign-flashing beacon agreement.</p> <p>CLATSOP COUNTY. Oregon Coast Hwy. Seaside. Broadway St. Jct. Flashing beacon agreement.</p> <p>JACKSON COUNTY. Crater Lake Hwy. Medford. Biddle Road & Pacific Hwy. Ramps. Traffic lights agreement.</p> <p>KLAMATH COUNTY. Klamath Falls cooperative project: The Dalles-California Hwy. (Main St.) traffic signal system modernization.</p> <p>Klamath Falls-Lakeview Hwy. 6th St.-7th St. Couplet traffic signals modernization.</p> <p>JACKSON COUNTY. Pacific Hwy. Talent Irrigation District Agreement.</p>

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33734	Apr. 25 1963	<p><u>ENGINEER REPORTS: (Cont.)</u> <u>AGREEMENTS</u> approved as follows: (Cont.) DOUGLAS COUNTY. Pacific Hwy. Shady. Construction agreement with SPRR. DOUGLAS COUNTY. Pacific Hwy. Wilbur. Construction-easement agreements with SPRR. JACKSON COUNTY. Casey State Park. Lease agreement renewal for residence of State Forestry fire warden. WALLOWA COUNTY. Wallowa Lake State Park. Lease agreement renewal for residence of State Forestry fire warden. MULTNOMAH COUNTY. SE Stark St. SE 166th Place-East Burnside Road Jct. Cooperative construction agreement. COMMISSION MEETING MINUTES approved for March 14, 1963. COMMISSION MEETING DATES confirmed.</p>
33735		<p>LANE COUNTY. Eugene area. Belt Line Road RR Overcrossing. Construction agreement with SPRR approved. WASCO COUNTY. Columbia River Hwy. Big Eddy-Celilo Section. Parcel of land transfer by deed to Oregon Trunk Railway approved. FAS COUNTY ROAD PROJECTS approved for 2 counties. DELEGATION PROBLEMS discussed.</p>
33736		<p>JOHN DAY HIGHWAY PROJECTS as follows: GRANT COUNTY. Fields Creek-Flat Creek Section. GILLIAM COUNTY. Thirtymile Creek-Patill Canyon Section. GRANT COUNTY. Ochoco Junction-John Day River Section. CONTRACTS. Award of contracts announced.</p>
33739		<p><u>DELEGATIONS:</u> <u>GRANT COUNTY.</u> John Day Hwy. Early construction of several projects requested, also signs and parks.</p>
33740		<p><u>ENGINEER REPORTS: (Cont.)</u> <u>JACKSON COUNTY.</u> Medford-Provolt Secdy. Hwy. Jacksonville. Location survey approved conditionally. <u>AGREEMENTS</u> and other papers signed.</p>

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33743	June 10	ASSISTANT RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MULTNOMAH COUNTY. Pacific Hwy. Eastbank Freeway. Adler property option approved conditionally.
33744		MISCELLANEOUS SALES & RENTALS REPORT accepted. PUBLIC SALE OF PROPERTY authorized. DIRECT SALE OF PROPERTY approved.
33745		MARION COUNTY. North Santiam Hwy. Salem-Stout Creek Section. Harris property 10-year rental lease approved. HOOD RIVER COUNTY. Columbia River Hwy. Hood River- Mosier Section. R/W relinquishment to Port of Hood River approved. ASSISTANT CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized.
33746		CONDEMNATION CASES TRIED. Report accepted.
33748		CONDEMNATION CASES SETTLED. Report accepted.
33751		CONDEMNATION CASES. Offers for property confirmed.
33755		PUC MATTERS. Report accepted. LEGAL PROCEEDINGS against Commission reported on: Roy L. Houck Sons' Corp. vs State. William E. Everly, et al, vs State. Hebener & Jenkins vs State.
33756		MULTNOMAH COUNTY. Capitol Hwy.-Barbur Blvd. Jct. Payment of \$91.03 to West Portland Lumber Co. approved. CLACKAMAS COUNTY. Clackamas Secdy. Hwy. Milwaukie Elementary School District #1. State to pay \$800 for drainage. CROOK COUNTY. Ochoco Ranger Station Road. Settlement of Hudspeth rock material claim approved. JOSEPHINE COUNTY. Rogue River Hwy. Grants Pass. R. W. DeMaris & Western Greyhound Lines settlement approved.
33757		UMATILLA COUNTY. Pendleton-John Day Hwy. Pendleton. Moore Estate. Settlement of option obligations approved. UMATILLA COUNTY. Pendleton. Airport Jct. Road west. Annexation of 40 acres to city approved. CLACKAMAS COUNTY. Molalla-Sandy Hwy. Colton Water District. Request of Arnolds for annexation of stockpile site into Water District approved. MARION COUNTY. Pacific Hwy. Salem Bypass Section. Agreement with Santiam Water Control District for Mill Creek diversion facility approved.
33758		JACKSON COUNTY. Pacific Hwy. Rogue River Irrigation District. Petition to exclude 6.11 acres approved.

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33758	June 10 1963	ENGINEER REPORTS: WASCO COUNTY. Mayer State Park. Negotiations to acquire 25 acres for park purposes authorized. UMATILLA COUNTY. Hat Rock State Park. Negotiations to acquire 8 acres and 255 acres for park purposes authorized. LANE COUNTY. Darlingtonia Wayside. Negotiation for 2 parcels of property for wayside purposes authorized. LANE COUNTY. Lane County Park & Recreation Department. Deeding 40-acre tract to County for park purposes approved. 33759 DESCHUTES COUNTY. Tumalo State Park. Request by county for 60' r/w for existing road approved. KLAMATH COUNTY. Kimball State Park. State Board of Forestry request for Hwy. to deed $\frac{1}{2}$ of roadway approved. MULTNOMAH COUNTY. Ainsworth State Park. Negotiation for purchase of 115 acres for overnight camping authorized. COOS COUNTY. Bullards Beach State Park. Moore Mill & Lumbe Co. Negotiations to acquire 30-acre shore strip authorized. COOS COUNTY. Tugman State Park. Electrical power agreement with Central Lincoln PUD approved. 33760 COOS COUNTY. Sunset Bay State Park. Negotiations to acquire for overnight camping - 47 acres. MARION COUNTY. North Santiam Hwy. Detroit Lake State Park. Acquisition of 104 acres from US Forest Service approved. LINCOLN COUNTY. Salmon River Hwy. VanDuzer Corridor Ways Purchase and easement for water from Miami Corp., approved. AWARD OF CONTRACTS confirmed. 33761 CLATSOP COUNTY. Columbia River Hwy. Tongue Point Naval Reserve area. Hwy. reclassification confirmed. COOS COUNTY. Hwy. reclassifications confirmed as follows: Coos Bay-Roseburg Hwy. Myrtle Point-Powers Hwy. Jct. Powers Secdy. Hwy. Coos Bay-Roseburg Hwy. Jct.-MP 15.45. INCREASE IN PROJECT AUTHORIZATION approved for contract #6083. 33762 MALHEUR COUNTY. Jordan Valley. Main Street (FAS 828). \$20,000 Special City Allotment Fund approved. COLUMBIA-CLATSOP COUNTIES. Columbia River Hwy. Westport Clatskanie Section. Castle property damage claim paid. SURVEYS ADOPTED as follows: POLK COUNTY. Willamina-Salem Hwy. Independence Jct.-Bonneville Station Section. DESCHUTES COUNTY. Central Oregon Hwy. Arnold Ice Cave Road-Horse Ridge Section. BAKER-MALHEUR COUNTIES. Old Oregon Trail. Oxman-Benson Creek Section. JACKSON COUNTY. Pacific Hwy. Wall Creek-California Line Section. 33763 LANE COUNTY. McKenzie Hwy. Hendricks Bridge Section.

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33763	June 10 1963	ENGINEER REPORTS: (Cont.) BENTON COUNTY. Pacific Hwy. West. Corvallis. Acquisition of r/w in cooperation with City approved. FAS COUNTY ROAD PROJECTS approved for 5 counties. 33764 EXTENSIONS OF TIME REQUESTS on contracts. 33765 CONTRACTS completed and accepted. SPEED ZONES ESTABLISHED-RESCINDED as follows: MULTNOMAH COUNTY. Dodson Overcrossing-Bonneville Overcrossing Section. 33766 MARION COUNTY. Pacific Hwy. East. Salem-south-city-limits area. DOUGLAS COUNTY. Umpqua Hwy. Drain west. WALLOWA COUNTY. Little Sheep Creek Secdy. Hwy. Joseph east-city-limits area. WALLOWA COUNTY. Wallowa Lake Hwy. Lostine area. WALLOWA COUNTY. Wallowa Lake Hwy. Elgin east area. GRANT COUNTY. John Day-Burns Hwy. Seneca & area. 33767 CONSTRUCTION SPEED ZONES RESCINDED. Resolution adopted. NO PARKING ZONE ESTABLISHED as follows: MULTNOMAH COUNTY. Mt. Hood Hwy. SE 102nd Ave. area. ABANDONMENT RESOLUTIONS ADOPTED as follows: HARNEY COUNTY. Central Oregon Hwy. Sage Hen Hill-Hines Section. WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy. John Day River Section. MALHEUR COUNTY. Central Oregon Hwy. Harper Jct.-Burrell Section. LANE COUNTY. Oregon Coast Hwy. Florence north quarry site. "Memorandum" with US Forest Service confirmed. 33768 JACKSON COUNTY. Pacific Hwy. Rogue River area. SPRR crossing RR expenditures agreement approved. DOUGLAS COUNTY. Elkton-Sutherlin Secdy. Hwy. Smith Bridge. One-way traffic for trucks and buses established. DESCHUTES COUNTY. Contract #6242 county roads oiling project. Supplemental agreement with county-contractor withdrawing FAS Routes #904 - #905 & reducing amount of contract approved. 33769 COMMISSION MEETING MINUTES approved for April 25, 1963. COMMISSION MEETING DATES confirmed. AGREEMENTS approved as follows: WASCO-SHERMAN COUNTIES. Columbia River Hwy. Celilo-Biggs Section supplemental UPRR agreement. HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks-Mitchell Point Section UPRR agreement. SHERMAN COUNTY. Sherman Hwy. Mud Hollow-Thornberry Section UPRR supplemental agreement. TILLAMOOK COUNTY. Oregon Coast Hwy. Garibaldi-Bay City Section SPRR supplemental agreement.

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33769	June 10 1963	ENGINEER REPORTS: (Cont.) JACKSON COUNTY. Pacific Hwy. Mistletoe Overcrossing. "Bargain & Sale Deed" with SPRR approved. CONTRACTS. Award of contracts announced. LEGISLATIVE SESSION - 1963. Engineer reported on action concerning hwy. matters.
33773		CHIEF COUNSEL REPORTS: MULTNOMAH COUNTY. East Bank Freeway. Portland. Settlement with NW Ice & Cold Storage confirmed. DESCHUTES COUNTY. Bend-Sisters Hwy. (old). Bend-Tumalo. Cake gravel property. Public sale of easement authorized. INSPECTION TRIP discussed. Itinerary to be drawn up. CURRY COUNTY. Oregon Coast Hwy. Rinehart Creek-Frankport Section. Tweedy bid on public sale of property rejected. SALARY INCREASE to State Highway Engineer as approved by Legislature. Effective July 1, 1963.
33774		COMMISSION BUSINESS: BAKER COUNTY. Snake River left bank road. Brownlee Dam-Oxb connection to Hwy. #86. Addition to Hwy. System to be investigated. WELCOME SIGN on pavement at city limits denied. WELCOME SIGNS only at State entrances. Policy adopted.
33775		DELEGATIONS: LANE COUNTY. Pacific Hwy. Dillard Road Overcrossing. Sports Complex development. Interchange requested. AGREEMENTS and other papers signed.

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33777	July 18 1963	RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. ACCESS CHANGES approved. DIRECT SALE OF PROPERTY approved. PUBLIC SALE OF PROPERTY authorized. MARION COUNTY. Jefferson Hwy. Jefferson. Quitclaim deed to County to clear title outside hwy. r/w. LINN COUNTY. Santiam Hwy. Lebanon-Sweet Home Section. Old quarry site. PP&L request for power line easement. LINN COUNTY. Albany-Junction City Hwy. Albany Section. Release of Slope Easement to Shell Oil Company approved.
33778		CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized. CONDEMNATION CASES TRIED. Report accepted. Payments to owners while case in litigation discussed.
33779		CONDEMNATION CASES SETTLED. Report accepted. CONDEMNATION CASES. Offers for property confirmed. PUC MATTERS. Report accepted. DAMAGE CLAIMS. Quarterly report accepted. SALARY ADJUSTMENTS for Legal and Right of Way Attorneys approved.
33781		CLACKAMAS COUNTY. Mt. Hood Hwy. Alder Creek Section. Report on Gerald Ray Wear vs State Hwy. Commission accepted.
33783		CLACKAMAS COUNTY. Pacific Hwy. East. Pudding River Bridge. Colkin personal injury-auto damage claim denied.
33787		CLACKAMAS COUNTY. Pacific Hwy. East. Oregon City south. Claim against Mrs. Howard for damages to masonry wall. MULTNOMAH COUNTY. Pacific Hwy. Portland. Settlement of damage claim against Berry Transport, Inc., accepted.
33788		HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Hood River Section. State vs A. Clare Bickford. Dismissal confirmed.
33789		MARION COUNTY. North Santiam Hwy. Easement granted to Beaver Creek Water Control District for channel improvement.
33790		INTERSTATE HWY. SYSTEM ADVERTISING. Supplemental agree- ment with BPR and 3 resolutions authorized. THROUGHWAYS & RIGHT OF ACCESS RESOLUTION #4c adopted re unrestricted access to non-Interstate Hwys.
33791		RICHARD C. BEMIS, Attorney, resigned. Leo Nuttman, Attorney, rehired. ALLIED CHEMICAL CORP., Barrett Division, contract, for placing styrofoam coating on underside of certain bridges as experiment.
		ENGINEER REPORTS: AWARD OF CONTRACTS confirmed. INCREASE IN PROJECT AUTHORIZATION approved for contracts #5967 - #6282. TILLAMOOK COUNTY. Oregon Coast Hwy. Tillamook-Neskowin. Request for relocation survey deferred.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
33792	July 18 1963	<p>ENGINEER REPORTS: (Cont.)</p> <p>COOS COUNTY. Coos Bay-Roseburg Hwy. and Powers Secdy. Hwy. Request for hwy. improvements deferred.</p> <p>LANE COUNTY. Springfield. "Q" Street-Mohawk Road Interchange. Request for annexation of small area approved.</p> <p>FAS COUNTY ROAD PROJECTS approved for 6 counties.</p> <p>STATE GAS TAX FUNDS ALLOCATIONS for first half of 1963 authorized.</p>
33793		<p>EXTENSIONS OF TIME REQUESTS on contracts.</p>
33794		<p>SHERMAN COUNTY. Sherman Hwy. Mudhollow Road-Thornberry Section to be opened for travel as soon as possible.</p> <p>CONTRACTS completed and accepted.</p> <p>COLUMBIA COUNTY. Columbia River Hwy. Westport-Clatskanie Section. Contract #5999. Bergman Bros. damage claim paid.</p>
33795		<p>LINN COUNTY. Albany-Junction City Hwy. Cox Creek Bridge widening approved. Pavement widening in spring of 1964.</p> <p>WESTERN GREYHOUND BUS LINES request for elimination of 6 grade crossings on state hwy. system authorized.</p> <p>JACKSON COUNTY. Rogue Valley Hwy. Barnett Road Jct. Medford. Traffic signal installation approved.</p> <p>HIGHWAY RESEARCH CORRELATION SERVICE annual billing of \$5,476. Payment approved.</p>
33796		<p>DOUGLAS COUNTY. Pacific Hwy. Roberts Mt.-Myrtle Creek Section. Reconstruction survey authorized.</p> <p>SPEED ZONES ESTABLISHED-RESCINDED as follows:</p> <p>WASHINGTON COUNTY. Pacific Hwy. West. Tigard area.</p> <p>MALHEUR COUNTY. John Day Hwy. Vale north.</p> <p>BAKER COUNTY. John Day Hwy. Unity.</p> <p>CLATSOP COUNTY. Oregon Coast Hwy. Astoria south.</p> <p>MALHEUR COUNTY. John Day Hwy. Ironside.</p> <p>CLATSOP COUNTY. Nehalem Secdy. Hwy. Jewell.</p> <p>COLUMBIA COUNTY. Mist-Clatskanie Secdy. Hwy. Mist.</p> <p>MARION-POLK COUNTIES. Salem-Dayton Secdy. Hwy. Salem-Willamina-Salem Hwy. Section.</p>
33797		<p>CLACKAMAS COUNTY. Mt. Hood Hwy. Sandy area.</p> <p>POLK COUNTY. Willamina-Salem Hwy. Salem west city limits-Hwy. #150 Jct.</p> <p>CLATSOP COUNTY. Oregon Coast Hwy. Arch Cape.</p>
33798		<p>DOUGLAS COUNTY. Oregon Coast Hwy. Gardiner Post Office. No parking zone established.</p> <p>DOUGLAS COUNTY. Pacific Hwy. Canyonville south. Luminaire cancellation agreement with K. P. Hussey approved.</p> <p>MULTNOMAH COUNTY. East Bank Freeway. N. Shaver St. - Morrison Bridge Section. Traffic illumination agreement. with Portland approved.</p>

<u>Page</u>	<u>Date</u>	<u>Subject</u>
33799	July 18 1963	<p>ENGINEER REPORTS: (Cont.)</p> <p>ABANDONMENT RESOLUTIONS ADOPTED as follows:</p> <p>DOUGLAS COUNTY. Elkton-Sutherlin Hwy. Kellogg Bridge Section.</p> <p>COOS COUNTY. Oregon Coast Hwy. Davis Creek-Bethel Creek Section.</p> <p>BAKER COUNTY. Baker-Unity Hwy. Salisbury-Baker Section.</p> <p>MARION COUNTY. Aumsville-Mehama Hwy. & North Santiam Hwy. crossings. Agreement with Beaver Creek Water Control District confirmed.</p> <p>MARION COUNTY. Salem Area Transportation Study. Agreement with Service Bureau Corp., for computing service approved.</p>
33800		<p>UMATILLA COUNTY. Hermiston Hwy. Hermiston-Hinkle Section. UPRR supplemental agreement approved.</p> <p>COMMISSION MEETING MINUTES approved for June 10, 1963.</p> <p>COMMISSION MEETING DATES confirmed.</p> <p>AGREEMENTS approved as follows:</p> <p>JACKSON COUNTY. Pacific Hwy. S. Ashland Interchange-Wall Creek Section. Moving facilities of PP&L Company.</p> <p>MULTNOMAH COUNTY. Pacific Hwy. Portland. Harbor Drive-SW 14th St. Throughway agreement with City.</p> <p>UMATILLA COUNTY. Old Oregon Trail. Pendleton. UPRR Overcrossing illumination agreement with City.</p> <p>MULTNOMAH COUNTY. Columbia River Hwy. Portland. St. Johns Bridge approach traffic signals agreement.</p>
33801		<p>GEOLOGICAL SURVEY. Study of runoff agreement with US Department of Interior.</p> <p>FORTY-YEAR SERVICE PINS presented to hwy. personnel by Chairman Jackson.</p>
33803		<p>CONTRACTS. Award of contracts announced.</p> <p>DELEGATIONS:</p> <p>WASHINGTON-YAMHILL COUNTIES. Tualatin Valley Hwy. Request for hwy. improvement on Forest Grove-Yamhill Section.</p> <p>Request for alternate 99W route to Longview Bridge.</p>
33804		<p>COOS COUNTY. Hwy. improvements requested on:</p> <p>Powers Secdy. Hwy. Lost Creek-Powers Section.</p> <p>Coos Bay-Roseburg Hwy. Coquille-Myrtle Point Section.</p>
33805		<p>HOOD RIVER COUNTY. Mt. Hood Hwy. Request for additional hwy. construction.</p> <p>AGREEMENTS and other papers signed.</p>

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	1963	<u>RIGHT OF WAY ENGINEER REPORTS:</u>
33808	Aug. 29	REAL PROPERTY acquisition approved.
33809		MISCELLANEOUS SALES & RENTALS REPORT accepted.
33810		ACCESS CHANGES approved.
		GILLIAM-MORROW COUNTIES. Columbia River Hwy. Willow Creek-Boardman Section. Jacobs property access approved.
		JOSEPHINE COUNTY. Pacific Hwy. North Grants Pass Interchange-Savage St. Duckworth property access approved.
		WASHINGTON COUNTY. Tualatin Valley Hwy. Reedville-Beaverton Section. General Motors Corp. property accesses approved.
33811		PUBLIC SALE OF PROPERTY authorized.
33812		DIRECT SALE OF PROPERTY approved.
		MULTNOMAH COUNTY. East Bank Freeway. Portland. Block 19. 10-year parking lease granted to Burns Brothers, Inc.
33813		<u>CHIEF COUNSEL REPORTS:</u>
		CONDEMNATION OF REAL PROPERTY authorized.
33814		CONDEMNATION CASES TRIED. Report accepted.
33816		CONDEMNATION CASES SETTLED. Report accepted.
33821		CONDEMNATION CASES. Offers for property confirmed.
		PUC MATTERS. Report accepted.
		TRIALS CONDUCTED BY LEGAL STAFF REPORT. Year ending June 30, 1963. Report accepted.
		NELLIE B. HALE vs HIGHWAY COMMISSION. Condemnation case dismissed June 21, 1963.
33822		MARION COUNTY. North Santiam Hwy. Beaver Creek Water Control District revised easement granted.
		DOUGLAS COUNTY. Oregon Coast Hwy. Memorandum of Oil-Gas-Sulphur Lease with Standard Oil Company approved.
		CURRY COUNTY. Oregon Coast Hwy. Rinehart Creek-Frankport Section. Readvertising for sale of land authorized.
		COMMISSIONER SIMPSON to take no action in real property matters in which there might be conflict of interest.
		AGREEMENTS approved as follows:
		CLATSOP COUNTY. Astoria Bridge-Approach Section. Agreement with Cutlip & Jackson on condemned property.
		BONNEVILLE POWER ADMINISTRATION. State hwy. - power line crossings agreement with BPA approved.
33823		SALEM AREA TRANSPORTATION STUDY. Rider to agreement with Service Bureau Corp. for computer work.
		BAKER COUNTY. Haines-Anthony Secdy. Hwy. Anthony Lakes Ski Resort. Snow removal agreement with Champ Bond.
		LANE COUNTY. Eugene. Public sale of State Hwy. Maintenance Site and zone change authorized.
		<u>ENGINEER REPORTS:</u>
		LANE COUNTY. Devil's Elbow State Park Addition. Stonefield property. Acquisition of land authorized.

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33824	Aug. 29	ENGINEER REPORTS: (Cont.) LANE COUNTY. Heceta Head Lighthouse. Lease from US Coast Guard for use of area approved. MARION COUNTY. Silver Creek Falls State Park cleanup work. Use of prison inmate crew for additional 12 months approved. TILLAMOOK COUNTY. Nehalem Bay State Park. Acquisition of land for park expansion deferred. AWARD OF CONTRACTS confirmed.
33825		INCREASE IN PROJECT AUTHORIZATION approved for contracts #6083 - #6172.
33826		WASHINGTON COUNTY. Tualatin Valley Hwy. Hillsboro. Maple St. Jct. Installation of traffic signals approved. DESCHUTES COUNTY. The Dalles-California Hwy. Bend. E. 3rd St.-Franklin Ave. Jct. Traffic signals approved. DOUGLAS COUNTY. Pacific Hwy. Roseburg. Bellows St. Jct. Traffic signal installation approved. LINN COUNTY. Santiam Hwy. Lebanon. Oak St. Jct. Installation of traffic signals approved.
33828		FAS FUNDS - 1965. Allocation of funds to counties approved. COLUMBIA COUNTY. Columbia River Hwy. Westport-Clatskanie Section. Simmons property damage claim approved. MULTNOMAH COUNTY. Mt. Hood Hwy. Gully Route Connection. Survey adopted. HWY. LEGISLATIVE INTERIM COMMITTEE. Study of allocations between state hwys.-county roads-city streets approved. EXTENSIONS OF TIME REQUESTS on contracts.
33830		CONTRACTS completed and accepted. FAS COUNTY ROAD PROJECTS AND TRANSFER OF FUNDS approved for 7 counties.
33831		ABANDONMENT RESOLUTIONS ADOPTED as follows: SHERMAN COUNTY. Sherman Hwy. Biggs Jct.-Mud Hollow Section. WHEELER COUNTY. Ochoco Hwy. Bridge Creek Section. COOS COUNTY. Coos Bay-Roseburg Hwy. Chrome Plant-Cedar Point Section. ABANDONMENT AGREEMENT approved as follows: LANE COUNTY. Mapleton-Eugene Secdy. Hwy. Siuslaw River-Walton Section. West Unit. Resolution adopted.
33832		NO PARKING ZONE RESCINDED as follows: TILLAMOOK COUNTY. Cape Kiwanda beach area. PACIFIC HIGHWAY RR CROSSINGS. Elimination of bus stops at certain RR crossings. Wording of signs approved. MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. Request from Saddle-Lite, Inc., for restaurant facility denied. MULTNOMAH COUNTY. Portland. Fremont Bridge design. Engineering firm as consultants approved.

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33832	Aug. 29	ENGINEER REPORTS: (Cont.) AGREEMENTS approved as follows: SHERMAN COUNTY. John Day Lock & Dam. Supplemental agreement with US Army Engineers.
33833		WASHINGTON COUNTY. Beaverton area. SPRR Tillamook Branch Grade Crossing. Agreement with SPRR. DESCHUTES COUNTY. McKenzie Hwy. Deschutes River-Redmond Section. Agreement with Central Oregon Irrigation District. DESCHUTES COUNTY. McKenzie Hwy. Deschutes River-Redmond Section. Cooperative construction agreement with City of Redmond. CLATSOP COUNTY. Oregon Coast Hwy. Approach to Interstate Bridge. Utilities agreement with City of Astoria. MULTNOMAH COUNTY. Pacific Hwy. East. Grand Ave. Overcrossing Unit. Cooperative construction agreement with Portland confirmed. SHERMAN COUNTY. Columbia River Hwy. Biggs-Rufus Section. Supplemental agreement re closure of 4th Street in Rufus.
33834		LAKE COUNTY. Paisley city street. Resurfacing-shoulder construction agreement with City. SPEED ZONES ESTABLISHED as follows: LANE COUNTY. Mapleton-Eugene Secdy. Hwy. Noti. JACKSON COUNTY. Pacific Hwy. North Ashland-South Ashland Interchange Section. WASCO COUNTY. Columbia River Hwy. Celilo Section. RR Overcrossing. Agreement with Oregon Trunk RR.
33835		COMMISSION MEETING MINUTES approved for July 18, 1963. COMMISSION MEETING DATES confirmed. CONTRACTS. Award of contracts announced.
33838		OREGON NEWS & PHOTO BUREAU. Services in advertising the State. Expenditure of \$2,000 approved. DELEGATIONS: WHEELER COUNTY. Request for hwy. improvements on the Fossil-Condon Section and Mitchell-Service Creek Section. LANE COUNTY. Eugene area. Hwy. needs and planning discussed.
33839		AGREEMENTS and other papers signed.

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33843	Oct. 10	RIGHT OF WAY ENGINEER REPORTS: REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. PUBLIC SALE OF PROPERTY authorized.
33844		DIRECT SALE OF PROPERTY approved.
33845		ACCESS CHANGES approved.
33846		GRANTS OF ACCESS approved for: JACKSON COUNTY. Pacific Hwy. Table Rock Road-12th St. Section. Huggins property. JEFFERSON COUNTY. The Dalles-California Hwy. Willowdale- Madras Section. Lyle Gap-Willowdale Unit. County property. UMATILLA COUNTY. Weston-Elgin Hwy. Weston Section quarry site. Agreement with State Game Commission approved.
33847		LINN COUNTY. Pacific Hwy. Albany-Judkins Pt. Section. Revised access agreement with BPA approved. LINCOLN COUNTY. Salmon River Hwy. Strawbridge Creek Quarry Section. Release to J. F. Modlin approved. CHIEF COUNSEL REPORTS: CONDEMNATION OF REAL PROPERTY authorized. CONDEMNATION CASES TRIED. Report accepted.
33849		SOURCE MATERIAL ACQUISITION for hwy. construction dis- cussed. Counsel and Engineer explain procedure used. WASCO COUNTY. The Dalles. Port of The Dalles property condemnation proceedings settlement discussed.
33850		CONDEMNATION CASES SETTLED. Report accepted.
33854		CONDEMNATION CASES. Offers for property confirmed.
33857		PUC MATTERS. Report accepted.
33858		DAMAGE CLAIMS. Quarterly report accepted. DAMAGE CLAIMS ABANDONMENT approved in 12 cases. LANE COUNTY. Mapleton-Eugene Hwy. Wildcat Creek-Walton Section. Settlement of Strunk property claim approved.
33859		WASHINGTON COUNTY. Agreement transferring contract #5937 from corporation to M. A. Erland & Joseph Blickle confirmed. JEFFERSON COUNTY. Warm Springs Hwy. Agency Plains- Madras Section. Relinquishment of rights on 40-acre tract approved. CLATSOP COUNTY. Crown Zellerbach 20 acres. License agree- ment with Crown for road materials approved. LANE COUNTY. Pacific Hwy. East. Junction City-Eugene Section. Re-zoning property to C-3 Class authorized.
33860		JACKSON COUNTY. Pacific Hwy. Barnett Road Interchange 6 acres. Petition to Medford Irrigation District for water approved. DAMAGE CLAIMS COMPROMISE SETTLEMENTS as follows: R. E. McManus vs Commission & Roy L. Houck & Sons. David M. Moncrieffe vs Commission. Roy Stevens vs Commission. Eugene Tuley vs Commission.

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33860	Oct. 10	CHIEF COUNSEL REPORTS: (Cont.) LANE COUNTY. Eugene-Springfield Hwy. Oakway Water District Settlement for relocation of water pipes accepted. MORROW COUNTY. Columbia River Hwy. Boardman Jct.-Irrigon Section. BPA transmission line agreement approved.
33861		ENGINEER REPORTS: AWARD OF CONTRACTS confirmed. LINCOLN COUNTY. Oregon Coast Hwy. Waldport. The Iron Kettle Restaurant area. Crosswalk approved. GRANT COUNTY. John Day Hwy. Dayville-Mt. Vernon Section. Sale of old Moores Ranch Bridge to County approved. CLATSOP-COLUMBIA COUNTIES. Columbia River Hwy. Westport-Clatskanie. Anderson timber damage claim approved. WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton. Hall St. Jct., traffic signals installation approved.
33862		WASHINGTON COUNTY. Beaverton-Tualatin Secdy. Hwy. Tualatin River Bridge Section. Survey resolution adopted. LINCOLN COUNTY. Oregon Coast Hwy. Agate Beach parking area. Installation of rest-room facilities denied. LAKE COUNTY. Paisley. State Tax Street Fund Resolution approved. EXTENSIONS OF TIME REQUESTS on contracts. CONTRACTS completed and accepted.
33863		FOREST HIGHWAY PROGRAM - ending July 1, 1965, approved.
33864		BPR JOBS. Completion delays commented on by Chairman Jack
33865		Tillamook-Lincoln Counties. Oregon Coast Hwy. Neskowin south. Jackson County. Lake of the Woods Hwy. grading project. ABANDONMENT RESOLUTIONS ADOPTED as follows: LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Crawfordsville Bridge Section SHERMAN COUNTY. Sherman Hwy. Mud Hollow-Thornberry Section.
33866		GILLIAM COUNTY. Hwy. 80N. Heppner Jct. Interchange Section North Unit. UPRR crossing agreement approved. KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Klamath Falls. Encroachment permit with Novak Supply Co. approved. HIGHWAY RESEARCH PROGRAM - 1964. \$43,580 to National Academy of Sciences (Oregon's share) approved. SPEED ZONES ESTABLISHED as follows: CLACKAMAS COUNTY. Cascade Secdy. Hwy. Liberal. DOUGLAS COUNTY. Pacific Hwy. Yoncalla Interchange-Rice Hill. KLAMATH COUNTY. Modoc Point Secondary Highway. Modoc Point.

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33867	Oct. 10	ENGINEER REPORTS: (Cont.) SPEED ZONES ESTABLISHED as follows: (Cont.) LANE COUNTY. Pacific Hwy. Cottage Grove Interchange-Divide Interchange Section. DOUGLAS COUNTY. Dillard Secdy. Hwy. Dillard. KLAMATH COUNTY. Crater Lake Hwy. Fort Klamath. LINN COUNTY. Halsey-Sweet Home Secdy. Hwy. Crawfordsville. LANE COUNTY. Oregon Coast Hwy. Florence north. JOSEPHINE COUNTY. Redwood Hwy. Grants Pass west. COLE & WEBER ADVERTISING AGREEMENT confirmed. COMMISSION MEETING MINUTES approved for August 29, 1963. COMMISSION MEETING DATES scheduled. CONTRACTS. Award of contracts announced.
33870		JACKSON COUNTY. Crater Lake Hwy. Eagle Point. Termination of SPRR flashing light signals agreement approved. ABANDONMENT & HWY. DESIGNATION AGREEMENT approved: WASCO COUNTY. The Dalles-California Hwy. 8 Mile Creek-Tygh Valley Section. Abandonment of 5 old sections to county. JEFFERSON COUNTY. Lower Antelope County Road 13.5 miles designated as state secondary highway. MULTNOMAH COUNTY. Interstate 405. Fremont Bridge design. Agreement with Parsons, Brinckerhoff, Quade & Douglas approved. CHIEF COUNSEL REPORTS: (Cont.) CURRY COUNTY. Oregon Coast Hwy. Rinehart Creek-Frankport. Public sale of land to R. J. Tweedy approved.
33871		DELEGATIONS: TILLAMOOK COUNTY. Oregon Coast Hwy. Neskowin-Pacific City. Hwy. reconstruction requested. OREGON TIMBER CARNIVAL ASSOCIATION re participation in the New York World Fair. Hwy. Department participation discussed.
33872		TOM EDWARDS and Maintenance Division complimented on good work performed on highways. MARION COUNTY. North Santiam Secdy. Hwy. Salem Bypass west. Cannon property access change discussed. AGREEMENTS and other papers signed.

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33875	Nov. 22	REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. PUBLIC SALE OF PROPERTY authorized.
33876		DIRECT SALE OF PROPERTY approved.
33877		ACCESS CHANGES approved.
33878		GRANT OF ACCESS approved for: CLACKAMAS COUNTY. Pacific Hwy. East. Canby-Aurora Section. Park property. JOSEPHINE COUNTY. Pacific Hwy. Grants Pass-County Line. Savage Rapids Dam tract. Lease with County approved. CLATSOP-COLUMBIA COUNTIES. Quarry sites. Reciprocal use agreement with State Board of Forestry approved.
33879		CONDEMNATION OF REAL PROPERTY authorized.
33881		CONDEMNATION CASES TRIED. Report accepted.
33884		CONDEMNATION CASES SETTLED. Report accepted.
33888		CONDEMNATION CASES. Offers for property confirmed.
33889		PUC MATTERS. Report accepted. DAMAGE CLAIMS REPORT approved as follows: CLAIMS against Commission. COMPROMISE SETTLEMENT OF CLAIMS against others: Commission vs Bunker Hill Sanitary District. Commission vs Arie J. Smit.
33890		COOS COUNTY. North Bend. Coos Bay Addition. Gould property. Correction deed approved. CORRECTION EASEMENT granted R. E. McManus. MULTNOMAH COUNTY. Pacific Hwy. East Bank Freeway. Peters Company building removal agreement approved. COOS COUNTY. North Bend. Sheridan Street. Vacation of portion of street authorized.
33891		COOS COUNTY. Bullard's Beach State Park. License with US Government to use 34.5 acres surrounding lighthouse approved. CURRY COUNTY. Cape Sebastian State Park. Gift of 34.83 acres from Young for park purposes accepted. KLAMATH COUNTY. Collier State Park. Extension of power lines agreement with PP&L Company confirmed. HOOD RIVER COUNTY. Seneca Fouts Memorial State Park. Acquisition of Peters property authorized. TILLAMOOK-LINCOLN COUNTIES. Property exchange with US Forest Service approved as follows: TILLAMOOK COUNTY. Nestucca Spit State Park. 96.92 acres transfer from Forest Service for park purposes. LINCOLN COUNTY. Neptune State Park. 35.5 acres transfer from park to Forest Service. MARION COUNTY. Champoeg State Park. Negotiations for acquisition of Zorn property authorized.

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33892	Nov. 22	BAKER COUNTY. Farewell Bend State Park. Snake River channel improvement. Agreement with US Corps of Engineers approved. AWARD OF CONTRACTS confirmed.
33893		INCREASE IN PROJECT AUTHORIZATION approved for contracts #6122 - #6020 - #6240.
		JOSEPHINE COUNTY. Redwood Hwy. Grants Pass. N. 6th Street improvement to be considered for next programming.
33895		FAS COUNTY ROAD PROJECTS approved for 5 counties.
33896		EXTENSIONS OF TIME REQUESTS on contracts.
		CONTRACTS completed and accepted.
		JOSEPHINE COUNTY. Rogue River Loop Hwy. Grants Pass. 4th St. Jct., traffic signals installation approved.
33897		ABANDONMENT RESOLUTIONS ADOPTED as follows: UMATILLA COUNTY. Oregon-Washington Hwy. Athena-Blue Mt. Section. COOS COUNTY. Coos Bay-Roseburg Hwy. Bridge-Tanner Creek Section. DOUGLAS COUNTY. Pacific Hwy. Garden Valley Road Interchange revision. Supplemental agreement approved. DOUGLAS COUNTY. Crater Lake North Hwy. Diamond Lake Hwy. Jct. Resolution changing the stop signs adopted. WALLOWA COUNTY. Wallowa Lake Hwy. Elgin. South 8th Ave. & Albany St. Jct. Resolution changing stop sign adopted. INTERSTATE HIGHWAY SYSTEM. Fishing from bridges prohibited. Resolution adopted.
33898		MALHEUR COUNTY. Vale-West Secdy. Hwy. Bully Creek Project. Pipeline agreement with US Bureau of Reclamation approved. WASCO COUNTY. Interstate 80N. West Dalles Interchange area. Agreement with Bureau of Reclamation approved. SPEED ZONES ESTABLISHED-REVISED-RESCINDED as follows: TILLAMOOK COUNTY. Oregon Coast Hwy. Barview. TILLAMOOK COUNTY. Oregon Coast Hwy. Cloverdale. MALHEUR COUNTY. Nyssa-Adrian Hwy. Adrian. LAKE COUNTY. Fremont Hwy. Silver Lake. DESCHUTES COUNTY. McKenzie Hwy. & Santiam Hwy. Sisters area. YAMHILL COUNTY. Tualatin Valley Hwy. Yamhill area. MARION COUNTY. Aumsville-Mehama Hwy. Aumsville area. MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. St. Paul area.
33900		CLATSOP COUNTY. Oregon Coast Hwy. Seaside. LINN COUNTY. Albany-Junction City Hwy. Harrisburg. BAKER COUNTY. Old Oregon Trail Hwy. Baker. AGREEMENTS approved as follows: LANE COUNTY. Eugene-Springfield-Central Lane Planning Council transportation planning study agreement.
33901		JACKSON COUNTY. Pacific Hwy. Siskiyou Station-Siskiyou Summit Section & Colestin Road construction agreement. WASCO COUNTY. Interstate 80N. The Dalles project. Supplemental agreement with UPRR.

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33901	Nov. 22	AGREEMENTS approved as follows: (Cont.) LANE COUNTY. Mapleton-Eugene Hwy. Siuslaw River-Walton Section. East Unit. Abandonment agreement & resolution. LANE COUNTY. Eugene-Springfield Hwy. Laura St.-Mohawk Road Section. Throughway agreement with County. LANE COUNTY. Eugene-Springfield Hwy. Laura St.-Mohawk Road Section. Construction agreement with Springfield.
33902		POLK COUNTY. Resolution & agreement with County as follows: Kings Valley Secdy. Hwy. extension. Resolution. Dallas-Rickreall Hwy. west terminus change agreement. LANE COUNTY. Springfield Hwy. "Q" St.-McKenzie Hwy. Section. Supplemental agreement with Springfield. GRANT COUNTY. John Day Hwy. John Day-Ochoco Jct. Section. Power line adjustments agreement with Columbia Power Co-op. COMMISSION MEETING MINUTES approved for October 10, 1963. COMMISSION MEETING DATES confirmed. CONTRACTS. Award of contracts announced.
33904		WASCO-SHERMAN COUNTIES. Interstate Hwy. 80N. Celilo-Biggs Section. Supplemental agreement for UPRR crossing approved. BENTON COUNTY. Marys Peak communications building. Special Use Permit with US Forest Service approved. BENTON COUNTY. Corvallis-Lebanon Hwy. Willamette River Bridge. Agreement with Corvallis approved. PORTLAND-VANCOUVER METROPOLITAN AREA TRANSPORTATION STUDY. Agreement with GE Company approved.
33905		LOAD LIMITS. Jackson-Klamath Counties. Lake of the Woods Hwy. MP 19.81 - MP 24.31. POLK COUNTY. Willamina-Salem Hwy. West Salem Section. Overcrossing agreement with SPRR approved. GRANT COUNTY. John Day Hwy. John Day River-Ochoco Jct. Section. Agreement with Blue Mt. Telephone, Inc., approved. CHAIRMAN JACKSON announced information received concerning the shooting of President Kennedy and the Governor of Texas.
		<u>DELEGATIONS:</u> CLACKAMAS COUNTY. Oregon City area. Willamette River. Request for additional Willamette River Bridge discussed. TRAVEL INFORMATION ADVISORY COMMITTEE. Advertising plans and consulting services discussed.
33906		MARION COUNTY. Hillsboro-Silverton Secdy. Hwy. Silverton-Mt. Angel Section. New hwy. construction urged.
33907		TRAVEL INFORMATION DIVISION Advertising Policies.
33908		Ebasco Services, Inc., employed as a consulting service. AGREEMENTS and other papers signed.

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33912	Dec. 18	REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. DIRECT SALE OF PROPERTY approved.
33913		ACCESS CHANGE approved. GRANT OF ACCESS approved for: LANE COUNTY. Siuslaw Hwy. Low Pass Section. BLM property. GRANT COUNTY. John Day Hwy. Mt. Vernon-John Day Section. Stevenson property. MULTNOMAH COUNTY. Pacific Hwy. Harbor Drive Section. 5-year lease with La Grand Industrial Supply Co. approved.
33914		CONDEMNATION OF REAL PROPERTY authorized. CONDEMNATION CASES TRIED. Report accepted.
33915		CONDEMNATION CASES SETTLED. Report accepted.
33916		CONDEMNATION CASES. Offers for property confirmed.
33918		DAMAGE CLAIMS REPORT of cases against Commission.
33919		CHARLES C. M. PETERSON hired as Special Counsel. WASHINGTON COUNTY. Sunset Hwy. Cornell Road Interchange Section. Reformation of Mather-Curry deed authorized. J. P. CLARK vs STATE HWY. COMMISSION. Appeal of case to Supreme Court authorized. APPEAL CASES TO HIGHER COURT because of errors in admission of evidence-rulings on objections-other technicalities authorized.
33920		LINCOLN COUNTY. Oceanlake agreement for sewage disposal from Devil's Lake State Park renewed. MULTNOMAH COUNTY. Crown Point Secdy. Hwy. Shepperd's Dell State Park. Negotiation for additional 18 acres authorized. AWARD OF CONTRACTS confirmed. MULTNOMAH COUNTY. Columbia River Hwy. Portland. NW Wardway-NW 29th Ave. Jct. flashing beacon approved. BENTON COUNTY. Corvallis. Harrison Street. 2nd St. & 3rd St. Jcts. Traffic signals installation approved.
33921		MULTNOMAH COUNTY. Columbia River Hwy. St. Helens Road-21st Ave Section. Public hearing authorized. LOAD LIMITS. Jackson-Klamath Counties. Lake of the Woods Hwy. Removed - MP 19.81 - MP 43.02. Placed - MP 29.54 - MP 36.11.
33922		EXTENSIONS OF TIME REQUESTS on contracts. CONTRACTS completed and accepted. SURVEYS ADOPTED as follows: JOSEPHINE COUNTY. Pacific Hwy. Coyote Creek-Sexton Mt. Section JOSEPHINE COUNTY. Pacific Hwy. Sexton Mt.-Jumpoff Joe Creek Section.

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33922	Dec. 18	CLACKAMAS COUNTY. Cascade Secdy. Hwy. Park Place-Oregon City Section.
33923		INCREASE IN PROJECT AUTHORIZATION approved for contract #6208. ABANDONMENT RESOLUTIONS ADOPTED as follows: UMATILLA COUNTY. Umatilla-Mission Secdy. Hwy. Oregon-Washington Hwy. - Old Oregon Trail Section. HOOD RIVER COUNTY. Mt. Hood Hwy. Fikes Corner-Whiskey Creek Section. AGREEMENTS approved as follows: WASCO COUNTY. The Dalles-California Hwy. MP 1.0. Supplemental irrigation pipeline crossing agreement. JOSEPHINE COUNTY. South Side Deer Creek Road agreement. MORROW COUNTY. Columbia River Hwy. Airport Road-Irrigon Jct. Section agreement.
33924		SPEED ZONES ESTABLISHED-REVISED-RESCINDED as follows: TILLAMOOK COUNTY. Oregon Coast Hwy. Beaver. KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Bly. MALHEUR COUNTY. Central Oregon Hwy. Vale east.
33925		MALHEUR COUNTY. Central Oregon Hwy. Nyssa north. KLAMATH COUNTY. Klamath Falls-Lakeview Hwy. Beatty. HARNEY COUNTY. Central Oregon Hwy. Hines south. DESCHUTES COUNTY. Century Drive Secdy. Hwy. Bend south. KLAMATH COUNTY. Klamath Falls-Malin Hwy. Merrill area. KLAMATH COUNTY. Chiloquin Secdy. Hwy. Chiloquin north. WASHINGTON COUNTY. Tualatin Valley Hwy. Beaverton-Hillsboro Section.
33926		MALHEUR COUNTY. Olds Ferry-Ontario Secdy. Hwy. Ontario Spur. COMMISSION MEETING DATES confirmed. CONTRACTS. Award of contracts announced.
33928		COMMISSION MEETING MINUTES approved for November 22, 1963. LINCOLN COUNTY. Siletz Secdy. Hwy. Siletz-Toledo Section. Removal of Georgia-Pacific Corp. water line approved. LINCOLN COUNTY. Oregon Coast Hwy. Depoe Bay Rest Station. 3-year concession lease to Richard Thomas.
33929		AGREEMENTS and other papers signed. DELEGATIONS: COOS COUNTY. Coos River Secdy. Hwy. Request State take over portion of Coos River Road as hwy. extension into Golden & Silver State Park.
33930		MORROW COUNTY. Hwy. projects requested: Lower Willow Creek Cutoff construction. Reconstruction of 2 bridges in Heppner. LANE COUNTY. Pacific Hwy. Dillard Road area. Request for revisions to interchange to accommodate Sports Complex.

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33931	Dec. 18	CLACKAMAS COUNTY. Oswego Hwy. Lake Oswego-West Linn Section. Gift of Young property for park purposes accepted.

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33932	Jan. 30	REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. PUBLIC SALE OF PROPERTY authorized.
33933		DIRECT SALE OF PROPERTY approved.
33934		ACCESS CHANGES approved.
33935		CONDEMNATION OF REAL PROPERTY authorized.
33936		CONDEMNATION CASES TRIED. Report accepted.
33937		CONDEMNATION CASES SETTLED. Report accepted.
33940		CONDEMNATION CASES. Offers for property confirmed.
33942		PUC MATTERS. Report accepted.
33943		DAMAGE CLAIMS QUARTERLY REPORT accepted. INSURANCE. Owners'-Landlords'-Tenants' Liability Policy renewal with Pacific Indemnity Company confirmed. DAMAGE CLAIMS REPORT of cases against Commission. Everly vs State. Ida Mae Wheeler vs Delmar Wilson Alfred A. Wheeler vs Delmar Wilson Glen Estes vs Walter Krueger.
		MARION COUNTY. Silver Creek Falls Park. Collection for logs cut in Park by R. W. Emerson.
		SALARY INCREASES for Joe Hershberger and Jack Sollis approved.
33944		M. A. I. RIGHT OF WAY APPRAISAL COURSE #2. Portland State College. Portland. 14 R/W Agents to attend. ELECTRICAL ENERGY CONTRACTS PURCHASE for State Parks & Highways. Hwy. Engineer or duly authorized representative authorized to enter into contracts. PORTLAND METROPOLITAN PLANNING COMMISSION. Alternate Route I-205 economic study. Agreement with University of Oregon.
		MARION COUNTY. Silver Falls State Park Lodge concession. Lease extension with J. L. Campbell approved.
		AWARD OF CONTRACTS confirmed.
33945		JACKSON COUNTY. Pacific Hwy. Siskiyou Summit-California Line Section. Contract #6369. Western Contracting Corp. Contractor requests release from contract and return of bid bond. Contract re-awarded to R. A. Heintz Const. Co., Ray Kizer Const. Co., & Kizer Equipment Co.
		HOOD RIVER COUNTY. Odell Secdy. Hwy. Request for improve- ment of 2 curves approved.
		\$250,000 SPECIAL STREET FUND allocation to 11 cities approved.

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33946	Jan. 30	STATE GAS TAX FUNDS. Allocation of funds approved. LANE COUNTY. Pacific Hwy. Eugene. Pearl Street Jct. Traffic signals installation approved. LANE COUNTY. Eugene. Jefferson Street RR Crossing signals. Payment to city of 50% of cost approved. EXTENSIONS OF TIME REQUESTS on contracts.
33947		CONTRACTS completed and accepted. FAS COUNTY ROAD PROJECTS approved for 3 counties.
33948		KLAMATH COUNTY. Klamath Falls Hwy. Shops. Agreement with OC&ERR Company for removal of spur track approved. MORROW COUNTY. Columbia River Hwy. Airport Road-Irrigon Jct. Section relocation. Agreement with West Extension Irrigation District approved. SOIL SAMPLING-TESTING PROGRAM. Agreement with Oregon State Board of Higher Education approved. MULTNOMAH COUNTY. Pacific Hwy. SW Baker Street vacation. Acceptance of City of Portland Ordinance #117760 approved. HOOD RIVER COUNTY. Columbia River Hwy. (old section) designated as Cascade Locks Secdy. Hwy. #283.
33949		LINCOLN COUNTY. Oregon Coast Hwy. Neskowin-Otis Jct. Section. Fishing from Salmon River Bridge prohibited. MULTNOMAH COUNTY. Pacific Hwy. North City Limits-North Shaver Street. Illumination agreement with Portland approved. SPEED ZONES ESTABLISHED-REVISED-RESCINDED as follows: CLACKAMAS COUNTY. Oswego Hwy. West Linn north. MARION COUNTY. Hillsboro-Silverton Hwy. Woodburn area. LANE COUNTY. McKenzie Hwy. Vida. KLAMATH COUNTY. The Dalles-California Hwy. Chemult- Klamath Falls Section. LINCOLN COUNTY. Oregon Coast Hwy. Boiler Bay State Park area.
33951		LINCOLN COUNTY. Oregon Coast Hwy. Seal Rock. LAKE COUNTY. Fremont Hwy. Paisley-Ranger Station area. MALHEUR COUNTY. Nyssa-Adrian Secdy. Hwy. Nyssa west. MALHEUR COUNTY. Central Oregon Hwy. Nyssa area. COMMISSION MEETING DATES confirmed. COMMISSION MEETING MINUTES approved for December 18, 1963. CONTRACTS. Award of contracts announced.
33953		JACKSON COUNTY. Pacific Hwy. Siskiyou Summit-California Line Section contract. Western Contracting Corp., request for relief of bid guaranty denied. BAKER COUNTY. Sumpter Valley Secdy. Hwy. relocation. Survey agreement with US Bureau of Reclamation approved. WASCO COUNTY. Columbia River Hwy. East Dalles Overcrossing. Supplemental agreement with UPRR approved.

<u>Page</u>	<u>Date</u> 1964	<u>Subject</u>
33954	Jan. 30	HOOD RIVER COUNTY. Columbia River Hwy. Cascade Locks- Wyeth Section. Forest Lane Road agreement approved. CLACKAMAS COUNTY. Cascade Secdy. Hwy. Construction of second Willamette River Bridge at Oregon City approved. AGREEMENTS and other papers signed.
33956		DELEGATIONS: CLACKAMAS COUNTY. Interstate Route 205 (proposed). Discussion of alternate routes and construction plans.

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<u>Page</u>	<u>Date</u>	<u>Subject</u>
	<u>1964</u>	
33958	Mar. 12	REAL PROPERTY acquisition approved. MISCELLANEOUS SALES & RENTALS REPORT accepted. PUBLIC SALE OF PROPERTY authorized.
33959		ACCESS CHANGES approved.
33961		LANE COUNTY. Siuslaw Hwy. Mapleton Section. Transmission line easement with BPA approved. HARNEY COUNTY. Burns-Crane Hwy. Agreement with State Game Commission re use of quarry site approved. 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.
33964		THROUGHWAY-RIGHTS OF ACCESS RESOLUTION. Counsel to prepare detailed report for next meeting.
33966		LINN COUNTY. Pacific Hwy. Santiam Interchange. Price Road. Annexation of tract of land to City of Albany approved.
33968		WASHINGTON COUNTY. Tualatin Valley Hwy. Annexation of portion of r/w to City of Beaverton.
33969		LANE COUNTY. Oregon Coast Hwy. Florence. Stockpile site. Payment of sewer assessment approved. POLK COUNTY. Kings Valley Secdy. Hwy. 2nd St.-Polk Station Road Section annexation to City of Dallas. JOSEPHINE COUNTY. Redwood Hwy. Conveyance of 700 square feet of land to the Seiferts approved. MULTNOMAH COUNTY. Portland. NE 42nd Avenue. Annexa- tion to City of tract between approaches to NE Lombard St. AWARD OF CONTRACTS confirmed.
33970		TILLAMOOK COUNTY. Oregon Coast Hwy. Bay City. "C" Street Jct. Installation of flashing beacon approved. SURVEYS ADOPTED as follows: LANE COUNTY. McKenzie Hwy. Mill Creek-Belknap Springs Section. CURRY COUNTY. Oregon Coast Hwy. Winchuck River Section. JOSEPHINE COUNTY. Pacific Hwy. Douglas County Line- Coyote Creek Section. OREGON COAST HIGHWAY R/W ACQUISITION. Study continued for r/w needs for future hwy. construction. FAS COUNTY ROAD PROJECTS approved for 4 counties.
33971		EXTENSIONS OF TIME REQUESTS on contracts.
33972		CONTRACTS completed and accepted. PERMITS. Reclassification of hwys. for operation of vehicles of excess length.
33973		INCREASE IN PROJECT AUTHORIZATION approved for contract #6206.

Page	Date	Subject
33973	Mar. 12 1964	<p>ABANDONMENT RESOLUTIONS adopted as follows:</p> <p>WHEELER COUNTY. Service Creek-Mitchell Secdy. Hwy. Meyers Canyon-Mitchell Section.</p> <p>TILLAMOOK COUNTY. Oregon Coast Hwy. Garibaldi-Bay City Section.</p> <p>ABANDONMENT AGREEMENT approved as follows:</p> <p>COOS COUNTY. Coos Bay-Roseburg Hwy. Chrome Plant-Cedar Point Section. Resolution adopted.</p> <p>NO PARKING ZONES ESTABLISHED as follows:</p> <p>MULTNOMAH COUNTY. Pacific Hwy. West. SW 64th Avenue area.</p>
33974		<p>MULTNOMAH COUNTY. Portland. SW Clay Street.</p> <p>AGREEMENTS approved as follows:</p> <p>SHERMAN COUNTY. Columbia River Hwy. Biggs-Rufus Section. supplemental agreement with UPRR for contractor's haul roads.</p> <p>MARION COUNTY. Salem. Highway Building snack bar concession agreement with the State Commission for the Blind.</p> <p>MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. North Unit. Dike construction-maintenance agreement with Peninsula Drainage District #1.</p> <p>MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. Delta Park Interchange construction agreement with Peninsula Drainage District #2.</p>
33975		<p>MULTNOMAH COUNTY. Pacific Hwy. Minnesota Freeway Section. North Unit throughway agreement.</p> <p>KLAMATH COUNTY. Crescent Lake Secdy. Hwy. Crescent Lake RR crossing agreement.</p> <p>CLATSOP COUNTY. Oregon Coast Hwy. Astoria. Interstate Bridge south approach. Revised agreement with City.</p> <p>SPEED ZONES ESTABLISHED-REVISED-RESCINDED as follows:</p> <p>UMATILLA COUNTY. Columbia River Hwy. Umatilla.</p> <p>WASCO COUNTY. The Dalles-California Hwy. Maupin south.</p>
33976		<p>LINCOLN COUNTY. Oregon Coast Hwy. Yachats.</p> <p>LINCOLN COUNTY. Oregon Coast Hwy. Waldport.</p> <p>MULTNOMAH COUNTY. Swift Secdy. Hwy. Portland.</p> <p>CLACKAMAS COUNTY. Cascade Secdy. Hwy. Portland south-Oregon City Section.</p> <p>WALLOWA COUNTY. Wallowa Lake Hwy. Minam.</p> <p>AGREEMENTS approved as follows:</p> <p>HARNEY COUNTY. Central Oregon Hwy. Sage Hen Hill west. Fencing agreement with BLM.</p>
33977		<p>MALHEUR COUNTY. Olds Ferry-Ontario Secdy. Hwy. Cobbs Rapids fencing agreement with BLM.</p> <p>COMMISSION MEETING DATES scheduled.</p> <p>COMMISSION INSPECTION TRIP to be discussed at next meeting.</p> <p>COMMISSION MEETING MINUTES approved for January 30, 1964.</p>

Page	Date	Subject
33977	Mar. 12 1964	<p>AGREEMENTS approved as follows:</p> <p>MORROW COUNTY. Columbia River Hwy. Heppner Junction-Airport Road Section agreement with Corps of Engineers.</p> <p>LANE COUNTY. Mapleton-Eugene Secdy. Hwy. Eugene. Oak Hill-Willamette River Section abandonment agreement with City.</p> <p>LANE COUNTY. Eugene Area Transportation Study revised 4-way agreement.</p>
33978		CONTRACTS. Award of contracts announced.
33980		AGREEMENTS and other papers signed.
33982		<p>DELEGATIONS:</p> <p>BAKER COUNTY. Oxbow-Brownlee Road. Idaho Power Company requests road be placed on Oregon Hwy. System.</p> <p>MORROW COUNTY. Heppner Hwy. improvements urged.</p> <p>POLK COUNTY. Monmouth-Independence Hwy. Improvements urged.</p> <p>JACKSON COUNTY. Pacific Hwy. Siskiyou Summit-California Line Section. Miller property. Road materials lease approved.</p> <p>MARION COUNTY. North Santiam Hwy. Salem. Airport Road area. Restraining action authorized on Cannon road approach.</p> <p>FEDERAL-AID ABC HIGHWAY CONSTRUCTION PROGRAM.</p> <p>Program IX. Projects confirmed and approved for contracting.</p>
33983		
33984		

Salem, Oregon
April 25, 1963

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, 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
Floyd Query, Secretary

Mr. A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads, Mr. Harold Schick, State Parks Superintendent, Mr. H. Si Cox, City and County Engineer, and Mr. Carl Plog, Information Officer, were also present.

The Right of Way Engineer presented for consideration options, pages 1 through 49, 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 "Right of Way Resolution No. 4" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Right of Way Engineer commented on an option to acquire property on the Holmes Gap-Rickreall Section of the Pacific Highway West, Polk County, from Harry T. and Adeline M. Fast, File No. 35403. The property to be acquired, he stated, consists of 0.87 acre and the option secured is in the amount of \$776. The Commission approved closing the option in the same manner as those previously presented.

The Property Manager's report covering sale of miscellaneous properties and rental receipts received since the last Commission meeting was presented by the Right of Way Engineer. Miscellaneous sales during that time, he stated, amounted to \$15,545. Rental receipts for the month of March totaled \$14,739.09. The Commission accepted the report.

An agreement with Bonneville Power Administration was presented by the Right of Way Engineer concerning accesses and a frontage road on the Sauvie Island Bridge-St. Johns Bridge Section of the Columbia River Highway in Multnomah County. He explained that highway construction in this area will disrupt access to a Bonneville Power Administration transmission line easement. The agreement has been devised for reconnecting substitute accesses to this easement on both sides of the highway. Following his favorable recommendation, the Commission approved the agreement.

April 25, 1963

Authority was requested by the Right of Way Engineer to offer for sale at public auction certain properties which have been declared as excess to present or anticipated future highway needs. All of the properties, he stated, have been scrutinized carefully by field, staff, and administrative levels; and access or other provisions are consistent with other properties in the area. A minimum consideration for each parcel has been determined by careful appraisal. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution No. 387," which resolution by this reference is made a part hereof and filed in the Secretary's Office:

- (1) 1,547 square feet of land, File No. 10532, on the Milton-Washington State Line Section of the Oregon-Washington Highway in Umatilla County, for not less than \$500. No restrictions are to be placed upon the land.
- (2) 0.14 acre, File No. 12288, on the Eugene-Goshen Section of the Pacific Highway in Lane County, for not less than \$850. No access is allowed to the Interstate Highway and the sale is subject to a sign restriction clause.
- (3) 12,044 square feet of land, File No. 5084, on the Coos Bay-Millington Section of the Oregon Coast Highway in Coos County, for not less than \$8,500. The sale is without restriction. (See "Real Property Resolution No. 387")
- (4) 8,600 square feet of land, File No. 14942, on the Marshfield-Bay Park Section of the Oregon Coast Highway in Coos County, for not less than \$800 and without access to the Oregon Coast Highway.

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 "Condemnation Resolution Nos. 1760 through 1775," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Chief Counsel's "Recommendations for Condemnation" for April 25, 1963, in the Secretary's Office).

April 25, 1963

Upon the Chief Counsel's recommendation, the Commission revoked "Condemnation Resolution No. 1560," approved March 2, 1962, for the Merritt property in Jackson County. Possession has not been taken and the cancellation is necessary to move for a voluntary nonsuit. (See "Condemnation Resolution No. 1773").

A written report of cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He commented that four of the verdicts rendered were less than the amounts offered by the State - namely, A. A. Johnson, et al.; J. L. Wilcox, et al.; Northwestern Ice and Cold Storage Co., Inc.; and Mary Lytle, et al. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4142 Galen R. Blankenship, et al.	Coos	Coos Bay-Roseburg	Myrtle Point	\$ 50.00	None	\$ 75.00
L-4065 Willis J. Harbke, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	9,750.00	\$15,000.00	9,750.00
L-4191 Sam D. Rosen, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	20,950.00	30,000.00	22,500.00
L-4154 A. A. Johnson, et al.	Sherman	Columbia River	Biggs-Rufus	22,250.00	50,000.00	21,395.00
L-3911 Richard F. Brace, et ux.	Wasco	Columbia River	The Dalles By-Pass	21,230.00	35,000.00	28,500.00
L-4039 C. C. Meisel, et al.	Yamhill	Three Mile Lane Secondary	Salmon River Jct.-East McMinnville Junction	2,260.00	3,500.00	Voluntary Nonsuit
L-4042 J. L. Wilcox, et al.	Yamhill	Three Mile Lane Secondary	Salmon River Jct.-East McMinnville Junction	11,875.00	35,500.00	11,830.00

April 25, 1963

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3754A Ernest Lehman, et ux.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	\$ 5,750.00	\$10,500.00	\$ 5,750.00
L-4188 H. H. Hansen, et ux.	Curry	Floras Lake	State Park	4,500.00	None	Voluntary Nonsuit
L-4230 As R. Renner, et ux.	Curry	Oregon Coast	Gold Beach- Cape Sebastian	850.00	None	Voluntary Nonsuit
L-4259 Glenn Dexter, et ux.	Curry	Oregon Coast	Gold Beach- Cape Sebastian	1,000.00	None	Voluntary Nonsuit
L-3466A Northwestern Ice and Cold Storage Co., Inc.	Multnomah	Pacific	East Bank Freeway	56,500.00	254,000.00	54,000.00
L-3692A Mary Lytle, et al.	Jackson	Pacific	Seven Oaks- Neil Creek	20,150.00	20,150.00	19,500.00

REPORT OF TRIAL OF OTHER CASES

Case	Defendants	County	Cause of Action	Demands of Plaintiff
L-4093 Dorothy Ashland	Pacific Power & Light Co.; State Highway Department; W. O. Widdows; Hugh Carter and Manley Sues	Lane	Action to recover damages for personal injury allegedly due to improper location of stop sign at intersection	\$86,804.90
(Case dismissed as to Department.)				
L-4213 Ben Forsythe	Don R. Eppers and State Highway Commission	Clackamas	Action to recover damages to plaintiff's vehicle by Highway Department's snow plow	4,101.79

(Demurrer on behalf of State sustained and pending action is dismissed as to State.)

April 25, 1963

(For additional details, see the Chief Counsel's letter, dated April 19, 1963, entitled "Report of Cases Tried," and his letter dated April 24, 1963, entitled "Supplemental Report of Cases Tried," in the General Files in the Commission's Office in Salem.)

A written report of cases which have been settled out of court was also presented by the Chief Counsel. He stated that the proposed settlements, in his opinion, do not constitute substantial increases in the amounts previously offered, or the amounts of increases are not large enough to warrant taking the cases to trial. Based upon his favorable recommendation, 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-3695 Dolph E. Phipps, et al.	Jackson	Pacific	Seven Oaks- Neil Creek	\$ 250.00	\$ 800.00
(Includes 0.34 additional acreage)					
L-3798 Winnie Jewel Byrns, et al.	Jackson	Pacific	Rock Point- Seven Oaks	1,000.00	1,050.00
L-4035 Mary Ruth Moran, et al.	Douglas	Roseburg- Melrose- Umpqua County Road	Bellows Street- Madrone Street	11,500.00	12,000.00
L-4130 Genevieve R. Stewart, et al.	Curry	Oregon Coast	Floras Lake State Park	4,000.00	4,000.00
L-4189 Lester N. Bradshaw, et ux.	Jackson	Lake of the Woods	West Unit Forest Boundary Klamath County Line	300.00	300.00
L-4195 Hilbert Chase, et ux.	Lane	Eugene- Springfield	Mohawk Road- McKenzie Hwy.	2,160.00	2,400.00
L-4206 W. M. Hays, et al.	Yamhill	Pacific West	Rex Hill- Newberg	2,600.00	2,650.00

(Took additional landlocked parcel of .28 acre for \$50.)

April 25, 1963

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4251 David E. Curtis, et al.	Jackson	Pacific	South Ashland-Wall Creek	\$ 430.00	\$ 430.00
L-4266 Dorothy Henderson, et vir.	Jackson	Pacific	South Ashland-Wall Creek	400.00	400.00
L-4278 Reuben Glickman, et al.	Multnomah	Stadium Freeway	Sunset Interchange-Marquam Bridge	7,000.00	7,000.00
L-4265 Dan R. Russell, et al.	Douglas	Pacific	Anlauf-Yoncalla Junction	120.00	300.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3985 R. A. Reynolds, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway West	\$21,750.00	\$23,000.00
L-4044 Harley Stowell, et ux.	Yamhill	Three Mile Lane Secondary	Salmon River Junction-East McMinnville Junction	1,075.00	1,500.00
(Recent trial of cases in Yamhill County indicates settlement is good)					
L-4058 William H. Bosch, et al.	Yamhill	Three Mile Lane Secondary	Salmon River Junction-East McMinnville Junction	875.00	1,250.00
(Recommended in view of verdicts involving property on either side of Bosch.)					
L-4222 Frank S. Richards	Washington	Pacific	Haines Road Interchange	475.00	800.00
(Offer made on partial taking. Settlement is for entire taking.)					

April 25, 1963

(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4231 George Holloway, et ux.	Coos	Coos Bay-Roseburg	Rock Creek-Elbow Point	\$ 450.00	\$ 1,000.00
(Revised appraisal showed higher value.)					
L-4239 Bruce T. Powell, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	13,400.00	14,500.00
L-4273 John E. Mottner, et al.	Clackamas	Pacific	Haines Road Interchange	17,000.00	17,500.00
L-4280 Frank W. Ledbetter, Jr., et ux.	Linn	Santiam	Foster	50.00	170.00
(Revised appraisal showed higher value.)					
L-4284 Robert N. Lindstrom, et al.	Clackamas	Pacific East	Canby-Aurora	15,000.00	15,000.00
L-4296 Katherine L. Barron, et al.	Union	Old Oregon Trail	Oro Dell-La Grande	300.00	300.00
R-34123 Mary M. Burklow	Multnomah	Stadium Freeway	Sunset Interchange-Marquam Bridge	16,500.00	17,000.00

(For additional details see the Chief Counsel's letter dated April 19, 1963, entitled "Report of Cases Settled," and his letter of April 24, 1963, 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 of offers made to property owners for acquisition of property prior to the institution of condemnation procedures. The following offers, he stated, are based upon competent appraisals and have been approved orally by at least one of the Commissioners prior to this meeting.

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY

R-35094 - The Bank of California, et al. 1.25 acres for right of way purposes. Offer of \$245.00 approved by Mr. Jackson, April 16, 1963.

April 25, 1963

ANLAUF-YONCALLA JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-19474 - Donald J. Kingery, et ux. Acquisition of access. Offer of \$500.00 approved by Mr. Jackson, April 17, 1963.

R-34640 - Leslie E. Claxton, et al. Parcel No. 1: 0.58 acre for right of way purposes; Parcel No. 2: 15.4 acres for right of way purposes; Parcel No. 3: 0.75 acre for permanent easement. Offer of \$850.00 approved by Mr. Jackson, March 15, 1963.

R-34865 - Clay Paul Galdabini, et ux. 0.3 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson, March 15, 1963.

R-34871 - Ellis A. Wilson, et al. 0.85 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson, March 15, 1963.

R-34873 - Gerald Johnson, et ux. Acquisition of access. Offer of \$100.00 approved by Mr. Jackson, March 15, 1963.

R-35151 - Alton R. Balfour, et ux. Acquisition of access. Offer of \$100.00 approved by Mr. Jackson, March 15, 1963.

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

R-34466 - Barbey Packing Corporation, et al. 1.08 acres for right of way purposes. Offer of \$88,000.00 approved by Mr. Simpson, April 14, 1963.

CANBY-AURORA STATION SECTION OF THE PACIFIC HIGHWAY EAST

R-34971 - Vona Faye Park, et al. 0.02 acre for right of way purposes. Offer of \$575.00 approved by Mr. Simpson, March 14, 1963.

R-34974 - Frank Blecha, et al. Parcel No. 1: 1.0 acre for right of way purposes; Parcel No. 2: 0.17 acre for right of way purposes; Parcel No. 3: 0.74 acre for right of way purposes. Offer of \$6,600.00 approved by Mr. Simpson, March 27, 1963.

R-34976 - Frank Blecha, et ux. Parcel No. 1: 0.2 acre for right of way purposes; Parcel No. 2: 0.27 acre for right of way purposes; Parcel No. 3: 0.002 acre for right of way purposes. Offer of \$1,425.00 approved by Mr. Simpson, April 5, 1963.

R-34977 - Roy H. Parmenter, et al. 0.25 acre for right of way purposes. Offer of \$14,000.00 approved by Mr. Simpson, March 28, 1963.

R-34978 - C. A. Braman, et al. 0.1 acre for right of way purposes. Offer of \$540.00 approved by Mr. Simpson, March 20, 1963.

R-34979 - Hiway Products, Inc. 0.04 acre for right of way purposes. Offer of \$100.00 approved by Mr. Simpson, March 27, 1963.

R-34980 - Melvin C. Yoder, et al. 0.5 acre for right of way purposes. Offer of \$3,450.00 approved by Mr. Simpson, March 28, 1963.

April 25, 1963

CANBY-AURORA STATION SECTION OF THE PACIFIC HIGHWAY EAST-CONT.

R-34982 - Robert N. Lindstrom, et al. 0.14 acre for right of way purposes. Offer of \$15,000.00 approved by Mr. Simpson, March 14, 1963.

R-34983 - Karl Engelman, et ux. 0.26 acre for right of way purposes. Offer of \$3,375.00 approved by Mr. Simpson, March 20, 1963.

R-34984 - Henry L. Page, et ux. 0.85 acre for right of way purposes. Offer of \$1,225.00 approved by Mr. Simpson, March 20, 1963.

R-34986 - Eugene F. Barger, et al. 3.4 acres for right of way purposes. Offer of \$2,600.00 approved by Mr. Simpson, March 20, 1963.

R-34987 - Lucile Klemmen Wroble, et vir. 0.8 acre for right of way purposes. Offer of \$420.00 approved by Mr. Simpson, March 27, 1963.

R-34988 - Chester H. Rooklidge, et al. 1.9 acres for right of way purposes. Offer of \$1,445.00 approved by Mr. Simpson, March 27, 1963.

R-34989 - Albert C. Workman, et al. 0.83 acre for right of way purposes. Offer of \$700.00 approved by Mr. Simpson, March 28, 1963.

R-35159 - Clark R. Hoover, et al. 0.4 acre for right of way purposes. Offer of \$2,300.00 approved by Mr. Simpson, March 28, 1963.

FOSTER SECTION OF THE SANTIAM HIGHWAY

R-34832 - R. L. Carter, et ux. 1,000 square feet for right of way purposes. Offer of \$450.00 approved by Mr. Simpson, March 27, 1963.

R-34837 - Frank W. Ledbetter, Jr., et ux. 2,060 square feet for right of way purposes. Offer of \$50.00 approved by Mr. Simpson, March 20, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32344 - Reuben Glickman, et al. 1,431 square feet for right of way purposes. Offer of \$7,000.00 approved by Mr. Simpson, March 14, 1963.

R-33948 - Jean A. M. Adams, et al. 4,950 square feet for right of way purposes. Offer of \$21,500.00 approved by Mr. Simpson, April 11, 1963.

R-33959 - Morris L. Leton, et ux. 5,000 square feet for right of way purposes. Offer of \$113,500.00 approved by Mr. Simpson, April 11, 1963.

R-34118 - Alta Dougherty, et al. 9,000 square feet for right of way purposes. Offer of \$40,000.00 approved by Mr. Simpson, March 27, 1963.

R-34120 - Wallace R. Dietderich, et al. 625 square feet for right of way purposes. Offer of \$2,950.00 approved by Mr. Simpson, March 27, 1963.

April 25, 1963

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

R-34263 - Edward J. Irwin, et ux. 5,750 square feet for right of way purposes. Offer of \$15,800.00 approved by Mr. Simpson, March 27, 1963.

R-34268 - Archie E. Bradshaw, et ux. 7,425 square feet for right of way purposes. Offer of \$23,500.00 approved by Mr. Simpson, March 14, 1963.

HAINES ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-33747 - Pacific Western Lumber Company, et al. 250 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Simpson, March 14, 1963.

HAMILTON STREET-SLAVIN ROAD SECTION OF THE PACIFIC HIGHWAY WEST

R-34492 - Dorothy M. Johnstone, et al. Acquisition of access. Offer of \$100.00 approved by Mr. Simpson, March 28, 1963.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33783 - Catherine D. Maloney, et vir. 4,072 square feet for right of way purposes. Offer of \$8,000.00 approved by Mr. Simpson, April 11, 1963.

R-33795 - Walter W. Powell, et al. Parcel No. 1: 3,907 square feet for right of way purposes; Parcel No. 2: 744 square feet for right of way purposes. Offer of \$18,000.00 approved by Mr. Simpson, March 20, 1963.

ISLAND CITY-JANSON ROAD SECTION OF THE WALLOWA LAKE HIGHWAY

R-34412 - John D. Friswold, et al. 2.0 acres for right of way purposes. Offer of \$600.00 approved by Mr. Fridley, March 14, 1963.

ORO DELL-LAGRANDE SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-34190 - Ford Robertson, et al. 1,200 square feet for right of way purposes. Offer of \$4,350.00 approved by Mr. Fridley, March 14, 1963.

SEVEN OAKS-NEIL CREEK SECTION OF THE PACIFIC HIGHWAY

R-35199 - J.P. Clark, et al. 0.02 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson, March 22, 1963.

R-35371 - Thomas G. Vella, et ux. 0.53 acre for permanent easement. Offer of \$125.00 approved by Mr. Jackson, April 5, 1963.

SMITH CROSSING-KELLOGG UNIT OF THE ELKTON-KELLOGG SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

R-31770 - Paul J. Doran, et ux. 0.6 acre for right of way purposes. Offer of \$1,100.00 approved by Mr. Jackson, March 28, 1963.

SUTHERLIN-SHADY SECTION OF THE PACIFIC HIGHWAY

R-33706 - City of Roseburg, et al. 3.4 acres for right of way purposes. Offer of \$500.00 approved by Mr. Jackson, April 5, 1963.

R-34726 - Merl A. Mulholland, et ux. 0.12 acre for right of way purposes. Offer of \$16,500.00 approved by Mr. Jackson, April 3, 1963.

R-34733 - Gladys G. Williford, et al. 250 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Jackson, April 10, 1963.

R-34787 - Tillie Prager, et al. 0.1 acre for right of way purposes. Offer of \$2,430.00 approved by Mr. Jackson, March 27, 1963.

TOU VELLE STATE PARK

R-33934 - First National Bank of Oregon (Portland), Medford Branch. Parcel No. 1: 15.87 acres for park purposes; Parcel No. 2: 28.0 acres for material source. Offer of \$29,280.00 approved by Mr. Jackson, April 5, 1963.

WILLIAM M. TUGMAN STATE PARK

R-35007 - James Barnett, et al. 11.8 acres for park purposes. Offer of \$4,200.00 approved by Mr. Jackson, March 14, 1963.

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

PUX 328: Application of the City of Medford to construct a crossing at grade on the tracks and right of way of the Southern Pacific Company near their Mile Post 440.85, in Jackson County. Order No. 39121 provides for construction, maintenance, signalization and cost distribution of the Barnett Road grade crossing and for the continuance of the present 11th Street crossing. Only Medford city streets are involved in this matter.

PUX 479: Installation of electric traffic signals at Allen Avenue by Southern Pacific Company in Beaverton. Order No. 39160 dismissed the complaint which had been filed by five alleged freeholders in Washington County. Subsequent to filing of the complaint, one of the two sets of railroad tracks had been removed and stop signs placed upon each side of the crossing by order of the Washington County Court.

PUX 481: Application of Washington County to construct a crossing at grade with the tracks and right of way of Southern Pacific Company, near Beaverton in Washington County. Order No. 39186 granted the County's request. The Railroad's participation in the cost of the grade crossing is limited to ten percent. After completion of the crossing, the County is to assume all jurisdiction and maintenance except that portion lying between the rails and for two feet outside of each rail.

PUX 484: Application of Oregon State Highway Commission for reconstructing a crossing at grade with the tracks and right of way of Southern Pacific Company, known as the Barlow Road Grade Crossing Project on the Pacific Highway East, near Canby. Barlow grade crossing is to be widened, traffic control lanes and a divider island are to be installed, and there is to be a change in grade. Present signals will be relocated.

PUX 486: Application of Lane County to construct an overcrossing of the tracks of Southern Pacific Company as a part of an FAS project known as the Belt Line Road encircling Eugene. Only an overcrossing by the highway is feasible at this location. The Highway Commission will participate to the extent usual in all Federal-aid Secondary county road projects. Upon completion of the project, the County is to assume full jurisdiction and maintenance of the structure and its appurtenances.

A report of property damage claims collected during the three-month period of January, February and March, 1963, was presented by the Chief Counsel. During this period \$12,406.53 was collected, and fifteen claims in the amount of \$2,785.92 were abandoned as uncollectible. The Commission accepted the report.

Consideration was given to an encroachment permit with Spokane, Portland and Seattle Railway Company covering renewal of encroachments by the Railway Company's tracks, known as St. Helens Road Freight Lines and General Paint Spur, on the Columbia River Highway in Portland, Oregon. Following the Chief Counsel's favorable recommendation, the Commission approved the permit.

The Chief Counsel made a brief oral report concerning two instances of legal proceedings against the Commission or its employees which have been instituted since the last meeting. One of these is the case of John G. Groner vs. Robert V. Cotton and certain State Highway Department employees, filed in the Multnomah County Circuit Court in which the plaintiff seeks to collect \$22,500, plus costs, for personal injuries allegedly sustained in a motor vehicle collision November 20, 1962. The other case is Astoria Oil Company, Inc., vs. T. R. Williams and R. F. Larsen dba Astoria Navigation Company, and Oregon State Highway Commission, filed in the Clatsop County Circuit Court, to recover \$249.29, plus \$150 attorney's fees, for damages to the Oil Company's equipment allegedly due to operation of the M. R. Chessman Ferry. The State's insurance carrier, the Chief Counsel stated, is handling both cases.

Compromise settlements on two claims against others were recommended by the Chief Counsel, as follows:

(1) Claim CAO-62-258 in the amount of \$303.41 against Charles Van Cleef, Jr., arising out of a collision with a Highway Department vehicle in Madras. The Chief Counsel stated that the insurance company has made an offer to settle for 75 percent of the damage, or \$227.36. He recommended that this settlement be accepted as it would not be worth while to try the matter in court for the difference involved. The Commission approved the settlement.

(2) CAO-61-167 in the amount of \$249.02 against John H. Grubles and Raymond S. Smith for damage to Norton Creek Bridge in Benton County, arising out of collision between two vehicles operated by the above parties. The Chief Counsel stated that in this case also the insurance company had offered to settle for 75 percent of the claim, or \$186.77. It was his recommendation that the settlement be accepted as the difference involved does not warrant taking the matter into court. The Commission approved the settlement.

A resolution was presented by the Chief Counsel delegating to the Chief Counsel, or his duly authorized representative, authority to execute contracts for appraisal services in accordance with the U. S. Bureau of Public Roads' "Instructional Memorandum 21-2-63," and amendments and supplements thereto. The Chief Counsel explained that in the acquisition of right of way for federal-aid highways it is necessary and desirable to obtain the services of independent fee appraisers in determining just compensation for certain parcels of property. To comply with Bureau of Public Roads' requirements, he said, the resolution authorizes him to draft agreements or personal service contracts which will embody all the requirements of the Bureau of Public Roads' regulations. Following his favorable recommendation, the Commission adopted "Real Property Resolution No. 388," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Authority was requested by the Engineer to negotiate for acquisition of approximately 140 acres of land as an addition to the Nehalem Bay State Park in Tillamook County. The proposed acquisition, he stated, lies to the north of the existing park area, and, if acquired, is to be used for overnight camping facilities. He commented that a program of sand dune and soil stabilization has been in progress on the Nehalem Bay Spit for some time and an ultimate use plan for the area has been completed. The proposed acquisition contains the only wooded area on the peninsula and is the only adequate site for overnight camping. The Commission granted authority to negotiate.

An agreement with Idaho Power Company was presented by the Engineer covering an extension of power lines to the new concession building at Farewell Bend State Park in Baker County. Among other things, the agreement requires an annual minimum payment of \$257.65, of which \$120 is for power, to be paid by the concessionaire, and the remainder for reimbursement for the cost of extending the power line. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an easement deed to the U. S. Forest Service granting to the Georgia Pacific Corporation a five-year easement for a logging road across a portion of the Ukiah-Dale Forest Wayside in Umatilla County. The Engineer explained that in 1944, the Commission had granted an easement in the same location to the Pilot Rock Lumber Company. The Georgia Pacific Corporation has purchased the Pilot Rock Lumber Company and desires a continuation of the easement. Based upon his favorable recommendation, the Commission approved the easement.

The matter of a settlement for completion of a timber contract sale to The Diamond Lumber Company in Ecola State Park, Clatsop County, was discussed. The Engineer explained that on June 2, 1961, The Diamond Lumber Company of Tillamook was the successful bidder for the removal of down timber and danger trees in the slide area in Ecola State Park. They ran into considerable difficulty due to the death of one of the partners. The contract was completed with the exception of a small amount of slash removal, which was cleared up by the State Park crew. The Diamond Lumber Company, he continued, has offered to pay \$250 as a cash settlement for completion of the contract, and he recommended that it be accepted as a reasonable offer. The Commission accepted the cash settlement and declared the contract completed. The performance bond will be released when payment has been received.

Attention was given to a supplemental commercial power contract with Idaho Power Company concerning electrical power service to Farewell Bend State Park in Baker County. The Engineer explained that on July 15, 1959, a ten year agreement had been entered into for furnishing power to Farewell Bend State Park, the Owyhee State Park, and the Unity Reservoir State Park. The agreement also provided that after three years an upward adjustment of the minimum annual payment by the State could be made and a refund made to the State of an amount equal to four times the excess of the average annual billing over the minimum annual payment guaranteed by the State. This, he stated, is standard procedure and he recommended that the supplemental contract be approved, which contract provides a minimum annual charge of \$291 and credits the State with \$325.36. The Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

Chairman Jackson stated that he recently had been approached by the State Parks and Recreation Advisory Committee who felt that it would be desirable if the Highway Commission could go on record as being willing to take over the proposed Sand Dunes Park in Lane, Douglas and Coos Counties in the event that Congress is unable to agree on the bills now before them. This proposal, he stated, has been discussed with Governor Hatfield and with the Senior Senator from Oregon, the Hon. Wayne Morse. He emphasized that it is not intended to oppose the two bills which are now being presented to Congress, but that the Highway Commission should indicate if it would be willing to consider the development as a part of the State Parks system if the proposed federal plans fail to materialize. Commissioners Fridley and Simpson stated that they would like to have a little time to consider the proposal. (Later in the day after discussing the matter among themselves, Chairman Jackson announced that the Commission had agreed that in view of the controversy over the two bills in Congress the Highway Commission would take no specific action at this time.)

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

- (1) Deschutes County Roads Oiling Project on FAS Routes 793, 899, 904 and 905, Deschutes County. Bids received March 12, 1963. Contract No. 6242 awarded March 21, 1963, to Babler Brothers, Inc., Portland, low bidder.
- (2) Oiling on Holmes Canyon-Finnegan Creek Section of FAS Route 649, Sherman County. Bids received March 12, 1963. Contract No. 6243 awarded March 21, 1963, to J. C. Compton Company, McMinnville, low bidder.
- (3) Oiling Prairie City-Deardorff Creek Road Section of FAS Route 452, Grant County. Bids received March 12, 1963. Contract No. 6244 awarded April 2, 1963, to Percy E. Jellum Contractor, Inc., Pendleton, low bidder.
- (4) Grading and paving on the Medford Street Drainage Improvement Project on Rogue Valley and Medford-Provolt Highways, Jackson County. Bids received March 12, 1963. Contract No. 6245 awarded April 2, 1963, to Hughes & Dodd Company, Medford, low bidder.

Reclassification of a portion of the Little Nestucca Highway No. 130 from its junction with the Oregon Coast Highway to the Squaw Creek Road, M.P. 3.64, from a Group II to a Group I status was reported by the Engineer. This reclassification was effective March 29, 1963, under authority previously granted by the Commission. The Commission confirmed the reclassification.

The Commission considered a compromise tender from the Wasco County Court in the acquisition of property for The Dalles-Eightmile Creek Section of The Dalles-California Highway (US 197) in Wasco County. The Engineer recalled that under the terms of an agreement entered into with Wasco County, the County was to acquire the right of way and assume other obligations for improvement of The Dalles-Eightmile Creek Section of The Dalles-California Highway. The County was successful in acquiring all right of way except the McClaskey property. In order to get the construction project underway, the State agreed to condemn the property if a settlement could not be reached. Cost of the McClaskey property was \$40,000 plus acquisition costs of \$939, all of which has been paid by the State. The County claims that it would be a severe financial burden if they are required to pay the entire cost, and therefore have made a compromise offer of \$28,000. It was the Engineer's opinion that the County has been more than fair in acquiring property, constructing cattle passes, fences and other facilities on this section, and he recommended that the compromise settlement be approved. The Commission approved the settlement and asked that their thanks be extended to the Wasco County Court, and if the settlement is approved by the County, the matter will be considered closed.

During the ice breakup on the Powder River near the city of Baker, the Engineer reported that state highway crews did rather extensive work on or near February 7 in breaking up ice jams which were threatening to flood a portion of the city and parts of the highways. He stated that cost of the work in preventing flooding of the city was approximately \$1,250. It was his recommendation that no charge be made for this work, but that a receipted statement be sent to the city showing what work had been performed. The Commission approved the action.

The matter of paying \$208.91 to the Bureau of Land Management for trees removed from an area under the Bureau's control near Bear Creek on the Coos Bay-Roseburg Highway in Douglas County, was discussed. The Engineer explained that the survey crew on a location project had encountered difficulty because of heavy timber and brush. Several trees were cut to open a path for the transit operation. He recommended that the sum of \$208.91, which is a fair value for the trees, be paid to the Bureau of Land Management. The Commission approved the payment.

An increase in project authorization was requested by the Engineer on Contract No. 5950, which is the Dodson-Bonneville paving contract on the Columbia River Highway in Multnomah County. The requested increase is \$70,262 or a 7.12% increase. The overrun was caused principally by the need for additional crushed base rock in leveling old pavement surfaces; slide work at Bonneville Interchange; and an overrun in engineering cost because the job was underway longer than anticipated. The Commission approved the increase.

An increase in project authorization was also requested by the Engineer on Contract No. 6222 for grading and paving on "I" and College Streets in the city of Philomath, Benton County. The overrun, he stated, is \$2,685.54 or 15.1% and was caused by widening shoulders from 4 to 8 feet thus eliminating widening at a later date when the street is changed to a curbed section. The City, he added, has agreed to pay all costs of the contract that are in excess of \$20,000. The Commission approved the increase in authorization.

The Engineer reported that Contract Nos. 5972, 6025, 6104, 6133, 6139, 6144, 6145, 6149, and 6154 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 or have been accepted by letter by the Commission since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 122," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer presented for the Commission's consideration a proposed location survey on the Blue River-Mill Creek Section of the McKenzie Highway in Lane County. He recalled that a hearing had been held in Blue River on June 5, 1962, at which time considerable interest was manifested. Two routes were considered, one on the north side and one on the south side of the McKenzie River. Evidence presented at the hearing was predominantly in favor of the north side route. He also mentioned that the project is to be financed with forest highway funds and that the survey was made by the Bureau

of Public Roads. If the survey is adopted, the State is to acquire the right of way, using forest highway funds. He recommended that the survey be approved, using the north side route covering a distance of approximately 5.65 miles. The Commission approved the survey and thereupon adopted "Survey Resolution No. 268," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered a request from Carte Brothers Company, Myrtle Creek, that they be relieved from paying the 5% performance bond which they had submitted with their successful proposal for the Milo-Jackson County Line Rock Production Project on the Tiller-Trail Highway in Douglas County, on which project bids were received March 12, 1963. The Engineer stated that Carte Bros. Company who bid \$37,240 had refused to execute the contract. The next low bid was submitted by Beckley & Thomas Rock Products, Inc., for \$51,520. Two higher bids were received. Carte Bros. Company claimed that a mistake had been made in their computations and they had used a unit price of \$2.66 per cubic yard on the proposal whereas they had intended to bid \$3.66. Examination of the evidence submitted by Carte Bros. Company, the Engineer said, indicated that there is no question but what an error had been made and there is also good evidence that they had intended to bid \$3.66. He recommended that Carte Bros. Company be relieved of the obligation under the 5% performance bond and that the contract be awarded to the second low bidder, Beckley and Thomas Rock Products, Inc., Roseburg, at its bid price of \$51,520. The Engineer's estimate for this project, he added, was \$52,500. The Commission approved the action as presented by the Engineer.

An expenditure of \$872 in connection with an agreement with the State Fish Commission for construction of the Fall Creek Fishway on the Wilson River Highway in Tillamook County, was brought up by the Engineer. On December 20, 1962, an agreement had been entered into with the Fish Commission to participate in construction of the fishway. The Highway Commission's contribution was limited to \$5,000 or 40% of the cost, whichever was the smaller amount. The lowest bid received for construction was \$14,680, 40% of which equals \$5,872. The Fish Commission does not have any funds above the \$5,000 and have been unable to raise the money from other sources. In order that the project might go ahead, and as the Fish Commission has agreed to absorb all the engineering charges, the Engineer recommended that the Highway Commission authorize an additional payment in the amount of \$872, which brings the Commission's contribution to 40% of the low bid. The Commission approved the expenditure.

The Commission considered a change in location for the expenditure of \$300,000 on the Cascade Lakes Highway in the 1964 fiscal year Forest Highway Program. The Engineer explained that one of the projects approved is known as the Quinn River-South Section on the Cascade Lakes Highway in Deschutes County, for which \$300,000 has been authorized. This project is for an extension of new construction at the southerly end of the improved highway. On the northerly part of the highway between Bend and Bachelor Butte the existing surfaced section has deteriorated badly due to the unusually heavy traffic to Bachelor Butte, which is a ski resort. The County has agreed to use \$70,000 of its FAS money on the project. He

recommended the Quinn River-South Section be deferred and that the money be used to reconstruct a portion of the highway between Bend and Bachelor Butte. The matter has been discussed with the U. S. Forest Service and the U. S. Bureau of Public Roads, who have offered no objection. The Commission approved the transfer of funds.

Chairman Jackson commented that Mr. J. Herbert Stone, of the U. S. Forest Service, had stated that the U. S. Forest Service will improve the Anthony Lakes Highway Section within the U. S. Forest boundaries as soon as funds are available.

Recommendations were made by the Engineer concerning the establishment, shortening or revision of speed zones on sections of state highways. In some instances requests have been received from people who live in the areas, and in other instances Traffic Engineering investigation has determined that changes in speed zones are in order to meet changed conditions. In all instances, careful investigation has been made in the field, and the speed zones recommended are proposed for the safety of those using the highways. The Commission approved the following speed zones and thereupon adopted "Speed Zone Resolution Nos. 285a, and 385 through 390," relative thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 50 mile-per-hour speed zone on the McKenzie Highway in Lane County, between the westerly intersection with Leaburg Drive at M.P. 19.77 and the easterly intersection with Leaburg Drive at M.P. 20.31. (See "Speed Zone Resolution No. 385").
- (2) 40 mile-per-hour speed zone on the Ukiah-Hilgard Highway in the community of Ukiah in Umatilla County, between a point 150 feet west of Leah Street at M.P. 1.04 and a point 100 feet east of Mill Street at M.P. 1.42, with a 20 mile per hour indicated speed during hours of school crossings, between M.P. 1.18 and M.P. 1.30. (See "Speed Zone Resolution No. 386").
- (3) 45 mile-per-hour speed zone on the Albany-Junction City Highway in the community of Tangent, Linn County, between a point 250 feet north of the Oakville county road at M.P. 8.52 and a point 0.36 mile south of "B" Street at M.P. 9.17, with a 20 mile per hour indicated speed during the hours of school crossings between M.P. 8.83 and M.P. 9.09. The Commission also rescinded "Speed Zone Resolution No. 221," dated January 26, 1956, in effect in this area. (See "Speed Zone Resolution No. 387").

- (4) 45 mile-per-hour speed zone on the Albany-Junction City Highway through the community of Shedd, Linn County, between a point 350 feet north of the road to Plainview at M.P. 14.27 and a point 300 feet north of "F" Street at M.P. 14.68. The Commission also rescinded "Speed Zone Resolution No. 219," dated December 19, 1955, in the community of Shedd. (See "Speed Zone Resolution No. 388").
- (5) 45 mile-per-hour speed zone on the Pendleton-John Day Highway through the community of Fox, Grant County, between a point 300 feet north of the county road at M.P. 98.27 and a point 0.15 mile south of the county road at M.P. 98.48. (See "Speed Zone Resolution No. 389").
- (6) 45 mile-per-hour speed zone on the Pacific Highway East north of Salem, Marion County, between a point 0.11 mile north of Lancaster Drive at M.P. 45.08 and the north city limits of Salem at M.P. 47.16, with a 20 mile per hour indicated speed during the hours of school crossings between M.P. 45.82 and M.P. 45.94. The Commission also rescinded "Speed Zone Resolution No. 134", dated January 21, 1954, in this area. (See "Speed Zone Resolution No. 390").
- (7) The Commission rescinded "Speed Zone Resolution No. 285" adopted December 11, 1958, which established a 35 mile-per-hour speed zone on the Old Oregon Trail Highway, just west of the city of Haines. Investigation revealed that the speed zone is not necessary and is unduly restrictive to traffic. (See "Speed Zone Resolution No. 285a").

The matter of prohibiting shoulder parking on a portion of the Midland Highway in Klamath County was brought up by the Engineer. He pointed out that at M.P. 2.35 on this highway there is a cattle auction market which is in operation each Tuesday, and a considerable number of cars and trucks park on the highway shoulders, thereby creating a definite traffic hazard. He recommended that shoulder parking be prohibited on both sides of Midland Highway No. 420 between M.P. 2.35 and M.P. 2.65. The Commission approved the recommendation and thereupon adopted "No Parking Resolution No. 245," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to an agreement with the City of Bay City concerning installation of a "School Crossing" sign and an overhead flashing beacon at the intersection of the Oregon Coast Highway and Warren Street in Bay City, Tillamook County. This project, the Engineer stated, is necessary for the safety of school children and other pedestrians, and he recommended that it be approved, at an estimated cost of \$500, with the work to be performed by State forces. Under the terms of the agreement the City is to pay for the electrical energy consumed by the flashing beacon. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with the City of Monmouth covering installation of an overhead "School Crossing" sign and a flashing beacon at the intersection of the Pacific Highway West and Powell Street in the city of Monmouth, Polk County. Investigation has determined the need of this project, the Engineer stated, and he recommended that it be installed by the State, with the City of Monmouth to maintain the sign and the flashing beacon and to pay for all electrical energy consumed in its operation. Following the favorable recommendation of the Engineer, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the City of Seaside covering installation of a flashing beacon at the intersection of Roosevelt Drive (US101) and Broadway Street in the City of Seaside, Clatsop County, was discussed. The Engineer commented that an investigation had revealed the desirability of installing a flashing beacon at this intersection for the safety of the traveling public and others. The agreement provides that the State will install the beacon and the City is to assume all maintenance and power consumption costs. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the City of Medford covering the installation of traffic lights on the Crater Lake Highway at the intersection of Biddle Road and the entrance and exit ramps to and from the Pacific Highway, Jackson County. Under terms of the agreement the State is to pay for the installation and assume maintenance of the lights. The City of Medford is to pay for all power consumed in their operation. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered a cooperative project with the City of Klamath Falls to modernize the traffic signal system on Main Street (US97 BUS) and on the Sixth and Seventh Street Couplet (ORE66) in Klamath Falls. The Engineer stated that the Main Street signals, which were installed in 1941, have deteriorated badly, and the signals on the couplet section were installed with only one signal head whereas two are required under current standards. He recommended that the signal system be modernized in cooperation with the City at a total estimated cost of \$24,000, with the understanding that the City of Klamath Falls is to pay one-half the cost of installation and provide all maintenance and electrical energy required after installation. The Commission approved the project as presented and authorized the Secretary to sign in their behalf an agreement pertaining thereto.

Attention was given to an agreement with Talent Irrigation District covering adjustments to the Irrigation District's facilities because of highway construction on the South Ashland-Wall Creek Section of the Pacific Highway in Jackson County. The Engineer stated that the State, as a part of the Highway contract, is to perform all adjustments within the highway right of way, and the Irrigation District is to perform, at State expense, reconstruction outside the right of way. He estimated the cost of the work to be done by the District at \$1,400. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in behalf of the Commission.

Consideration was given by the Commission to a construction agreement with Southern Pacific Company concerning a crossing by the Pacific Highway of the Railroad Company's tracks at Shady, south of Roseburg, in Douglas County. The agreement, the Engineer said, has been carefully gone over and is necessary as a part of the highway construction. The Commission approved the agreement.

The Commission also considered a construction agreement and an easement agreement with Southern Pacific Company pertaining to a crossing of the Railroad Company's tracks by the Pacific Highway at Wilbur, Douglas County. These agreements, the Engineer said, have been carefully checked and are needed in construction of the freeway. Following his favorable recommendation, the Commission approved the agreements.

The matter of renewing a lease allowing the State Board of Forestry to use a small piece of ground at Casey State Park in Jackson County was brought up by the Engineer. For the past fifteen years, he said, the ground has been used as a residence for the Board of Forestry's local fire warden. No charge has been made for the use of the land. The Board of Forestry wishes to renew the lease for an additional fifteen years, ending the 31st day of July, 1978. The new lease, however, provides that the lessor may cancel it at any time by giving sixty days' written notice to the lessee. It was his recommendation that the lease be extended. The Commission accepted the recommendation.

The Commission also considered renewal of a lease agreement with the State Board of Forestry for the use of a tract of land at Wallowa Lake State Park, Wallowa County. In this instance, the Engineer stated, the land has been leased for the past fifteen years as a residence for the Forestry's fire warden. It is the desire of the Board of Forestry to extend the lease for an additional fifteen years, ending the 31st day of July, 1978. The new lease, however, contains a clause that the lessor may cancel the lease at any time by giving 60 days' written notice to the lessee. The Commission approved the lease renewal.

Attention was given to a cooperative construction agreement with Multnomah County for widening S. E. Stark Street from S. E. 166th Place to its intersection with East Burnside Road, near S. E. 190th Avenue (FAS 641, county system). The Engineer stated that the agreement provides that right of way shall be acquired by the County and that the County will pay all costs of the project in excess of \$373,000, which is the amount of money available for this project. He estimated that the State's share in this project would be approximately \$75,000. Based upon his favorable recommendation, the Commission approved the project and authorized the Secretary to sign the agreement in behalf of the Commission.

The Commission approved the minutes of the meeting held in Salem on March 14, 1963.

The date of the next regular Commission meeting was confirmed for June 6, 1963, in the State Highway Building in Salem. A tentative date for the following meeting was set for Thursday, July 18, 1963, beginning at 9 a.m.

The Engineer presented for consideration a construction agreement with Southern Pacific Company concerning construction of the Belt Line Road Overpass near Eugene in Lane County. Following his favorable recommendation, the Commission approved the agreement.

A quitclaim deed transferring to the Oregon Trunk Railway a parcel of land on the Big Eddy-Celilo Section of the Columbia River Highway (180N) in Wasco County was presented by the Chief Counsel. The deed, he stated, has been examined carefully and is necessary to fulfill terms of Railroad Agreement No. 39 executed in 1925. It was his recommendation that the deed be approved. The Commission approved the deed.

County Federal-aid Secondary Highway Projects in Hood River County and Polk County were presented by the Engineer. These projects, he stated, have been investigated and are eligible for construction with Federal-aid Secondary Funds. The Commission approved the following projects and authorized the Secretary to sign construction agreements pertaining thereto:

County	FAS. Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Hood River	341	Cooper Spur Road-Mt. Hood Highway, 2.5 miles. Grade, surface, oil, and structure	\$200,000	1964
&	343			
Polk	749	Ellendale Bridge Section. Structure only.	70,000	1964
Total			\$270,000	

SUMMARY BY FISCAL YEARS	1964	Estimated 1965	Total
Allocated Funds	\$3,746,000	\$3,844,000	\$7,590,000
Approved Projects (Corrected to date)	1,597,000	--	1,597,000
Unprogrammed Balance	\$2,149,000	\$3,844,000	\$5,993,000
Projects Proposed 4/25/63	270,000	--	270,000
Unprogrammed Balance	\$1,879,000	\$3,844,000	\$5,723,000

The Commission discussed briefly with the Engineer matters which may be presented by the Grant County delegation scheduled to appear later in the day. No action was taken.

April 25, 1963

Commissioner Fridley inquired as to priority of construction projects on the John Day Highway. It was his feeling that it might be well to perform some early work near the Wheeler County line. He suggested that projects be constructed in the following priority:

- (1) Fields Creek-Flat Creek Section of John Day Highway, Grant County
- (2) Thirtymile Creek-Patill Canyon Section of John Day Highway, Gilliam County
- (3) Ochoco Junction-John Day River Section of John Day Highway, Grant County

The meeting was recessed at 10:15 a.m. and reconvened at 10:50 a.m. in the same room with the same persons present.

The Engineer presented to the Commission a summary of the bids received on April 23 for highway construction. He mentioned the number of bids received, the name and amount of the low bidder, estimate of cost for each project, and his recommendation as to award, referral or rejection of the bids. At 11:00 a.m., the Commission awarded contracts, as follows, and authorized the Secretary to sign the contracts in behalf of the Commission:

BIDS RECEIVED IN SALEM ON APRIL 23, 1963

"Slaughter House Road (Pine Creek) Bridge, 80' by 26' clear roadway concrete slab bridge in Baker County. County Project. Three bids were received. The Commission referred all bids to Baker County for award.

"Astoria Bridge, Desdemona Sands Viaduct on US 101 in Clatsop County. FAP No. F-003-1(18). Seven bids were received. The Commission awarded the contract to the low bidder, J. H. Pomeroy & Company, Inc., and Ben C. Gerwick, Inc., San Francisco, California, at \$3,777,140.00.

"Astoria Bridge Steel Superstructure on the Columbia River Bridge, Astoria, Oregon, Pt. Ellice, Washington Section, on US 101 in Clatsop County, Oregon, and Pacific County, Washington. FAP No. F-003-1(16). Four bids were received. The Commission conditionally accepted the low bid of U. S. Steel Corporation, Portland, in the sum of \$10,121,862.00, subject to approval by the Washington State Highway Department and the U. S. Bureau of Public Roads, and directed the State Highway Engineer to award the contract to said bidder when such approval has been received.

"North Ten Mile Lake Bridge on the North Lake County Road in Coos County. FAP No. S-506(1). Five bids were received. The Commission elected to accept the low bid of Baughman and Son, Coos Bay, in the sum of \$53,912.00 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 \$12,200.00 is deposited by the County.

April 25, 1963

"Grading, paving, structures and signing on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(49)155. Seven bids were received. The Commission awarded the contract to the low bidder, Warr Northwest, Inc., Portland, at \$2,453,817.85.

"Grading, paving, structures and signing on the Elkhead Road-Yoncalla Interchange Section of Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(46)151. Four bids were received. The Commission awarded the contract to the low bidder, White Bros. Construction Company, Inc., and R. A. Heintz Construction Company, Portland, at \$1,479,016.00.

"Winchester Bridge over North Umpqua River on the Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(50)130. Six bids were received. The Commission awarded the contract to the low bidder, Workman Construction Company, Canby, at \$743,455.00.

"Conn-Ford Bridge over South Umpqua River and two overflow structures on Conn-Ford County Road, FAS 235, in Douglas County. FAP No. S-507(1). Eight bids were received. The Commission elected to accept the low bid of Walder and Kenworthy, Portland, in the sum of \$419,235.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Douglas County is received and the sum of \$191,000.00 is deposited by the County.

"Quinton Undercrossing and Blalock Overcrossing of the Quinton-Arlington Section of the Columbia River Highway in Gilliam County. FAP No. I-80N-4(11)120. One bid was received. The Commission awarded the contract to that bidder, Pacific Concrete Company, Oregon Corporation, and Otis P. Jordan, Jr., Portland, at \$162,533.00.

"Valley of the Rogue State Park, Overnight Camp Extension in Jackson County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Inc., Medford, at \$90,204.40.

"Grading and paving on the Central Point (Pine Street) Section of City Street in Jackson County. State Project. Two bids were received. The Commission elected to accept the low bid of M. C. Lininger and Sons, Inc., Medford, in the sum of \$12,260.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Central Point is received and the sum of \$6,900.00 is deposited by the City.

"Overnight Camping Installation in Collier Memorial State Park along The Dalles-California Highway in Klamath County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Klamath Plumbing and Heating Company, Klamath Falls, at \$116,162.30.

"Grading, oiling, roadside improvement and structure on the Pacific Highway Undercrossing of Egge Road on the Coburg Quarry Slide Section of the Pacific Highway in Lane County. Federal-aid Interstate Highway Project No. I-5-4(53)198. One bid was received. The Commission awarded the contract to that bidder, Hamilton and Thoms, Inc., Eugene, at \$115,432.75.

"Structure, grading, and paving on the Foster Section of the Santiam Highway at Foster in Linn County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Company, Reedsport, at \$354,605.50.

"Clean and paint structural steel in Mehama and Mill City Bridges over North Santiam River on the Mehama-Mill City Highway in Linn and Marion Counties. State Project. One bid was received. The Commission rejected that bid as being too high.

"Bridge over Columbia Slough, Minnesota Freeway Section on the Pacific Highway in Multnomah County. FAP No. I-5-6(43)307. Eight bids were received. The Commission awarded the contract to the low bidder, Lord Bros. Contractors, Inc., Portland, at \$1,045,903.00.

"Signing and traffic signals on the N. Shaver Street-Morrison Bridge Interchange Unit, East Bank Freeway Section (Portland), on the Pacific Highway in Multnomah County. FAP No. I-5-6(40)302. One bid was received. The Commission awarded the contract to that bidder, Traffic Safety Supply Company, Portland, at \$159,733.72.

"Clean and paint steel in Grand Avenue and Union Avenue structures, carrying Pacific Highway traffic over UPRR and Banfield Expressway in Multnomah County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, J. I. Hass Company, Inc., Jersey City, New Jersey, at \$39,720.00.

"Grading and stone base on 166th Place-East Burnside Road Section of FAS Rte. 641 (S. E. Stark Street) in Multnomah County. FAP No. S-505(1). Four bids were received. The Commission elected to accept the low bid of Logan, Taylor and Company, Portland, in the sum of \$168,761.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of \$35,400.00 is deposited by the County.

"Paving on 166th Place-East Burnside Road Section of FAS Rte. 641 (S. E. Stark St.) in Multnomah County. FAP No. S-505(2). Three bids were received. The Commission elected to accept the low bid of Oregon Asphaltic Paving Company, Portland, in the sum of \$61,242.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of \$13,000.00 is deposited by the County.

"Grading and paving on the Independence (5th Street) Section of City Street in Polk County. State Project. Two bids were received. The Commission elected to accept the low bid of Salem Road and Driveway Company, Salem, in the sum of \$24,434.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Independence is received and the sum of \$9,100.00 is deposited by the City.

"Grading and oiling on the Spout Springs Slide Section of Weston-Elgin Highway in Union County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, W. H. Moore, Baker, at \$30,981.00.

"Beaverton Traffic Signals at Watson St. (Beaverton-Tualatin Highway) and Allen Avenue in Washington County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Trowbridge Electric, Roseburg, at \$6,300.00.

"Grading and stone base on Meyers Canyon-Mitchell Section of Service Creek-Mitchell Highway in Wheeler County. State Project. Nine bids were received. The Commission awarded the contract to the low bidder, Don Greene Construction, Inc., Salem, at \$88,825.00.

"Traffic signal installation on the Valley View Road Intersection with Pacific Highway, north of Ashland, in Jackson County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Trowbridge and Flynn Electric Company, Medford, at \$6,065.00.

A delegation representing the Grant County Chamber of Commerce came before the Commission concerning improvements to highways in and near Grant County. The following persons were present: Homer Damon, Past President of Grant County Chamber of Commerce, and Al Reinertson, Manager of the Chamber of Commerce, both from Mt. Vernon; Joe Oliver and Hollis Owens, Grant County Board of Directors, both from John Day; Clyde Laughlin, Grant County Board of Directors, Dayville; John Gardner, Vice President of Chamber of Commerce, Canyon City; and Al Geinger, Long Creek. Mr. Damon thanked the Commission for work which is proposed this year on the sections of the John Day Highway between Fields Creek and Flat Creek and between Rock Creek and Mrs. Humphreys which it is hoped work will be started this year. He gave the Commission several pictures of signs which the Grant County Chamber of Commerce had installed urging travelers to use US Highway 26, and asked that the Highway Department give them assistance on signs which will better designate the turnoffs from US 30 onto US 26. Mr. Joe Oliver expressed appreciation for projects planned on the John Day Highway. He stated that the Commission has done a good job in handling highway matters. The scenic value of the John Day Highway was emphasized, and he also pointed out that it is important economically because there is no railroad or waterways in this area. Early improvement on the Brogan Hill Section was urged as trucks have difficulty traveling over this section at certain times of the year. Mr. Al Reinertson also expressed appreciation for the proposed highway construction projects on the John Day Highway and for work which has been performed on a travelers' rest area between Mt. Vernon and John Day. The need for overnight camping areas in this section of the country was also

emphasized, and he mentioned the extreme scarcity of overnight camping facilities between Boise and Portland. Better highways between Central Oregon and Portland, he felt, are necessary in order to keep the Central Oregon business in Oregon. Commissioner Fridley informed the group that subject to availability of funds the Commission plans to put three projects on the John Day Highway under contract during the next fiscal year, namely, the Fields Creek-Flat Creek Section; the Ochoco Junction-John Day River Section; and the Thirtymile Creek-Dyer Creek Section. Chairman Jackson thanked the group for their appearance and expressed the Commission's appreciation for the delegation's confidence in the Commission's efforts.

The Engineer reported that a survey through the City of Jacksonville on the Medford-Provost Highway has been completed. The proposed section is 0.55 mile in length and he presented a drawing showing the route. A public hearing was held in Jacksonville on April 4, 1963. He mentioned that at the hearing and since then there has been considerable controversy among residents and others who are interested in location of the route, and no formal statement has been received from the Jacksonville City officials as to their attitude regarding the proposed location. He recommended that the Commission adopt the survey for a revised location of the Jacksonville Section of the Medford-Provost Highway along the southerly side of Jackson Creek, provided that the Jacksonville City Council officially concurs in the action. The Commission, contingent upon approval by the Jacksonville City Council, adopted "Survey Resolution No. 269," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

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

"Agreement" with Bonneville Power Administration covering access and frontage road on Sauvie Island Bridge-St. Johns Bridge Section of Columbia River Highway, Multnomah County.

"Encroachment Permit" with Spokane, Portland and Seattle Railway Company covering encroachment of the Company's railroad tracks on Columbia River Highway in Multnomah County.

"Easement Deed" to the U. S. Forest Service covering the granting to the Georgia Pacific Corporation for a five-year period of an easement for a logging road across a portion of the Ukiah-Dale Forest Wayside in Umatilla County.

"Agreement" with Southern Pacific Company covering the crossing of the Railroad's tracks at Shady, south of Roseburg, with Interstate Route 5.

"Construction and Easement Agreement" with Southern Pacific Company covering the crossing of the Railroad's tracks with Interstate Highway 5 at Wilbur, Douglas County.

"Renewal Lease Agreement" permitting State Board of Forestry to continue using for its local fire warden a small piece of ground at Casey State Park in Jackson County.

"Renewal Lease Agreement" permitting State Board of Forestry to continue using for the residence of a fire warden a small tract of land in Wallowa Lake State Park.

"Agreement" with Southern Pacific Company covering construction of the Belt Line Road Overpass, near Eugene.

"Assignment of Easement" with Magruder Drainage District covering the Westport-Clatskanie Section of the Columbia River Highway in Columbia County.

"Quitclaim Deed" to Oregon Trunk Railway for a parcel of land on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

"Easement" to Roy and Madge L. Farella granting easement for a drainage facility over and across a portion of the State's land adjacent to the Farella land, in Multnomah County, on the Columbia River Highway.

"Bargain & Sale Deed" to Ernest H. & Mabel J. Cook for a parcel of land on the Toledo-Eddyville Section of Corvallis-Newport Highway in Lincoln County.

"Bargain & Sale Deed" to W. Marion Hubbs for a parcel of land on the Port Orford-Brush Creek Section of Oregon Coast Highway in Curry County.

"Bargain & Sale Deed" to John Herman and Wanda B. Schosso and James P. Schosso for a parcel of land on the Elkhead Road-Yoncalla Junction Section of Pacific Highway in Douglas County.

"Lease and Sale of Road Materials Agreement" with James E. and Mae Detering on the Benton County Line-Cheshire Section of the Territorial Highway in Lane County.

"Agreement" with the City of Bay City covering installation of a "School Crossing" sign and an overhead flashing beacon at intersection of Oregon Coast Highway and Warren Street in Bay City.

"Agreement" with City of Monmouth covering installation of an overhead "School Crossing" sign and flashing beacon at intersection of Pacific Highway West and Powell Street in city of Monmouth.

"Agreement" with City of Seaside covering installation of a flashing beacon at intersection of Roosevelt Drive (US 101) and Broadway in city of Seaside.

"Agreement" with City of Medford covering installation of traffic lights on Crater Lake Highway at intersection of Biddle Road and entrance and exit ramps to and from Pacific Freeway.

"Agreement" with Talent Irrigation District covering adjustment of the Irrigation District's facilities necessitated by improvement of South Ashland-Wall Creek Section of Interstate Route 5 in Jackson County.

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"Cooperative Construction Agreement" with Multnomah County for widening S. E. Stark Street from S. E. 166th Place to its intersection with East Burnside Road near S. E. 190th Avenue (FAS 641).

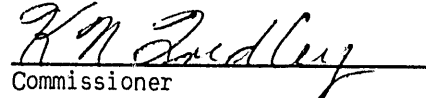
"Agreement" with Idaho Power Company covering extension of electric power lines to the new concession building at Farewell Bend State Park in Baker County.

"Supplemental Commercial Power Contract" with the Idaho Power Company covering electrical power service to Farewell Bend State Park adjusting minimum annual charge paid by State to \$291 and credit the State with \$325.36.

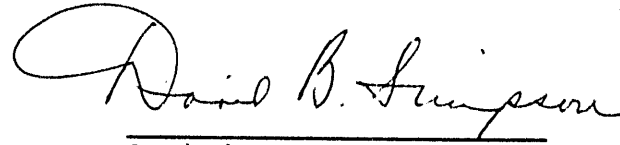
There being no further business to conduct, the meeting was declared adjourned by Chairman Jackson at 11:40 a.m.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

April 25, 1963

Salem, Oregon
June 10, 1963

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, 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
G. E. Rohde, Assistant Chief Counsel
D. H. Moehring, Assistant Right of Way Engineer
C. H. Maison, Auditor
Floyd Query, Secretary

Also present were:

A. W. Parsons, Division Engineer, U. S. Bureau of Public Roads
H. S. Cox, County-City Engineer
Carl Plog, Information Officer
Dennis Clarke, Travel Information Director
Ralph Sipprell, Liaison Engineer

Mr. Lloyd Shaw, Assistant State Highway Engineer, and Mr. W. T. Wright, Right of Way Engineer, were excused from attending the meeting.

The Assistant Right of Way Engineer presented for consideration options, pages 1 through 55 - excluding pages 8 and 9 which were deleted, 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 "Right of Way Resolution No. 5," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Concerning the Louis and Dorothy R. Adler property, File 29167, L4260, on the Russell Street-Curry Street (Eastbank Freeway) Section of the Pacific Highway in Portland, the Assistant Right of Way Engineer pointed out that approval of the U. S. Bureau of Public Roads had not yet been secured. The Commission approved the option, contingent upon approval of the Bureau of Public Roads.

The Property Manager's report covering sales of miscellaneous properties since the last Commission meeting and a report showing rentals received for April, 1963, were presented by the Assistant Right of Way Engineer. Miscellaneous sales totalled \$27,925 while rental receipts for April were \$13,660.34. The Commission accepted the report.

June 10, 1963

Authority was requested by the Assistant Right of Way Engineer to offer for sale at public auction certain properties which have been declared as excess to present or anticipated highway needs. These properties, he stated, have been examined carefully at field, staff and administrative levels, and access or other provisions are consistent with other properties in the area. The minimum sale price for each parcel has been determined by careful appraisal. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution Nos. 389 and 390," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 25,350 square feet of land, File 23641, on the Washington County Line-Hillsdale Section of Beaverton-Hillsdale Highway, Multnomah County, for not less than \$1,000. No restrictions are to be imposed. (See "Real Property Resolution No. 389.")
- (2) 3,000 square feet of land, File 5822, on the Depoe Bay Section of the Oregon Coast Highway, Lincoln County, for not less than \$560. It is to be sold without restrictions. No Federal participation is involved.
- (3) 3,999 square feet of land, File 26864, on Union Avenue-Grand Avenue Section of Pacific East Couplet, Pacific Highway East, Multnomah County, for not less than \$6,000. No access is to be allowed to Union Avenue or to Hancock Street. (See "Real Property Resolution No. 390.") No Federal participation is involved.
- (4) 0.11 acre of land, File 27195, on the Grants Pass-Rock Point Section of the Pacific Highway, Josephine County, for not less than \$100. No access is to be allowed to the Pacific Highway and the sale is to be subject to the standard sign restriction clause. The sale has been approved by the U. S. Bureau of Public Roads.

Direct sale of two parcels of property was recommended by the Assistant Right of Way Engineer and approved by the Commission, as follows:

- (1) 10,450 square feet of land, File 12605, on the North Bend, Marshfield Section of the Oregon Coast Highway, Coos County, to the City of Coos Bay for the sum of \$8,000. No restrictions are to be imposed. Approval of the Bureau of Public Roads is not required as the acquisition was made with state funds. The Commission approved the sale and thereupon adopted "Real Property Resolution No. 391," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

June 10, 1963

- (2) 1.46 acres of landlocked, swampy land, Files 27148 and 28094, on the Grants Pass-Rock Point Section of the Pacific Highway, Josephine County, to the adjacent owner, Mr. Roy J. Hutchins, for the sum of \$450. Two other adjacent owners have expressed no desire to acquire the property. No access is to be allowed to the Pacific Highway, and the sale is to be subject to the standard sign restriction clause. The sale has been approved by the Bureau of Public Roads.

Consideration was given to a ten-year lease with M. J. and Clage W. Harris on the Salem-Stout Creek Section of the North Santiam Highway, Marion County. The Assistant Right of Way Engineer explained that the lease involves 0.74 acre of land in the southwesterly quadrant of Lancaster Drive Interchange with the Santiam Highway, east of Salem, Marion County. The lease is terminable upon six months' notification by either party and involves an annual rental of \$600 per year, payable to the Highway Commission. Following his favorable recommendation, the Commission approved the lease.

The matter of relinquishing to the Port of Hood River Commission 1.3 acres of right of way on the Hood River-Mosier Section of the Columbia River Highway, Hood River County, for a railroad spur was presented by the Assistant Right of Way Engineer. He explained that the lands involved in the relinquishment were given without charge to the State by the City of Hood River. As the only feasible rail access to the proposed Port Commission's industrial site requires the use of this land, he recommended that the relinquishment be given to the Port of Hood River Commission without charge, such relinquishment to contain a reversionary clause should the property cease to be used for purposes of rail access to the Port Commission site. Based upon his favorable recommendation, the Commission approved the relinquishment.

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 "Condemnation Resolution Nos. 1776 through 1794," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Chief Counsel's letter entitled, "Recommendations for Condemnation," for June 10, 1963, in the Secretary's Office).

June 10, 1963

A tabulation was presented by the Assistant Chief Counsel showing results obtained in cases tried in court since the last Commission meeting. Concerning the James H. Nunes case, No. L-3670, he commented that this case had been tried previously and appealed, and was retried. However, the verdict on the retrial was more than double the amount awarded in the first trial. It will be necessary to check the transcript of the retrial to ascertain if there were errors which would justify appeal. He also mentioned that in two other cases verdicts had been awarded at, or under the offers made by the State. 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-4166 Oscar Stone, et al.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$16,250.00	\$30,000.00	\$17,500.00
L-3462 Alta M. River Laber, et al.	Hood River	Columbia River	Cascade Locks-By- Pass	7,200.00	34,000.00	5,310.00
L-3670 James H. Nunes, et al.	Jackson	Pacific	Seven Oaks- Neil Creek	8,500.00	35,000.00	52,310.00
L-4063 Ferol V. Webster, et al.	Lincoln	Oregon Coast	South Newport State Park	60.00	None	200.00 (Judgment)
L-3974 Dorothy Butler, et al.	Multnomah	Pacific	N. Portland Harbor-N. Russell Street	7,550.00	15,000.00 (Answer) 20,000.00 (Amended at trial)	10,000.00
L-4156 George M. Connor, et ux.	Multnomah	Sunset	Highlands Interchange- Stadium Freeway	7,500.00	11,000.00	8,500.00
L-4134 Joe Fleck, et al.	Multnomah	Sunset	Highlands Interchange- Stadium Freeway	6,800.00	17,000.00	7,800.00
L-4200 Charles Gilman, et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	5,035.00	7,000.00	5,035.00

June 10, 1963

(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-4146 Portland Meadows, Inc., et al.	Multnomah	Pacific	N. Portland Harbor-N. Russell St.	\$33,425.00	\$155,880.00	\$37,000.00
L-4128 Lawrence L. Dumas, et al.	Yamhill	Pacific Highway West	Rex Hill- Newberg	11,950.00	30,000.00	19,000.00

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>	<u>Verdict</u>
L-3732 John E. Richard, Administrator of the Estate of Lucille Pedersen, deceased.	Fred H. Slate, W. C. Williams, Glen Paxson, et al.	Multnomah	Negligence	\$75,000.00	Dismissed

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-4069 Edlon Martin, et al.	Yamhill	Three Mile Lane	Salmon River- East McMinnville Junction	\$ 800.00	\$ 2,000.00	\$ 2,000.00
L-4196 Jessie Marie Hart	Multnomah	Sunset	Highlands Inter- change-Stadium Freeway	490.00	700.00	1,000.00
L-4290 George Teufel, et al. (Cause of Action #1. See settlement report for Cause of Action #2)	Washington	Sunset	Cornelius Pass- Multnomah County Line	3,630.00	10,000.00	14,000.00
L-4250 Robert S. Galloway, et ux.	Douglas	Pacific	Anlauf-Yoncalla Junction	1,750.00	5,000.00	5,000.00

June 10, 1963

(Supplemental Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3857A Mitchel Anderson, et ux.	Curry	Oregon Coast	Myers Creek-Brookings	\$6,500.00	\$96,280.00	\$27,227.00

(For additional details see the Chief Counsel's letter, dated June 3, 1963, entitled "Report of Cases Tried," and his letter of June 7, 1963, entitled "Supplemental Report of Cases Tried," in the General Files, Salem).

A written report of cases which have been settled out of court since the last Commission meeting was also presented by the Assistant Chief Counsel. The proposed settlements, he stated, in his opinion do not constitute substantial increases over amounts offered, or the amounts of increases are not large enough to warrant taking the cases to trial. Also, in some instances it was necessary to bring appraisals up to date or changes were made in the amount of the property taken. The Commission approved the settlements, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3958 Roland E. Sivyer, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	\$14,750.00	\$16,500.00
L-4052 Reuben E. Moore, et al.	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	950.00 (Review Appraisal \$1,800.00)	2,000.00
L-4139 W. O. B. Davidson, et al.	Hood River	Mt. Hood	Parkdale	10.00	22.00
L-4192 Jean H. Leveton, et vir.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	21,500.00	22,000.00
L-4209 Oleta Walker, et vir.	Curry	Oregon Coast	Gold Beach-Cape Sebastian	310.00	600.00

(Owner demanded \$1,500. First offer to settle in Curry County in many months.)

June 10, 1963

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4307 Bank of California, et al.	Lane	Pacific	Albany-Judkins Point	\$ 245.00	\$ 245.00
R-32349 Archdiocese of Portland	Multnomah	Pacific	Stadium Freeway	179,000.00 (oral offer)	190,000.00*
R-34125 The Catholic Truth Society of Oregon	Multnomah	Pacific	Stadium Freeway	148,000.00	160,000.00*
R-34787 Estate of Dora Frank, deceased	Douglas	Pacific	Sutherlin-Shady	2,750.00	2,750.00

* Prior approval of BPR. Owner also to be reimbursed for moving personal property in accordance with Oregon Law.

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4053 Georgia Grieve, et al.	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	\$ 6,785.00	\$ 7,000.00
L-4054 Georgia Grieve, et al.	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	2,680.00	3,000.00
L-4151 Mary E. Eubanks, et al.	Yamhill	Pacific West	Rex Hill-Newberg	940.00	1,200.00
L-4172 Dora C. Paul, et vir.	Multnomah	Mt. Hood	Anderson Road-Duncan Road	7,000.00	7,250.00
L-4246 Meyer Burton, et ux.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	72,000.00	75,000.00

June 10, 1963

(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4258 Morris Saffron, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	\$ 400.00	\$ 400.00
L-4314 John Carra, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	56,400.00	58,700.00
(Plus moving costs required by law)					
L-4325 Ann Bleich, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	13,500.00	13,500.00
L-4173 Jack O. Rickli, et ux.	Multnomah	Sunset	Highlands Inter-change-Stadium Freeway	1,500.00	1,900.00
L-4178 Homer D. Angell, et ux.	Multnomah	Sunset	Highlands Inter-change-Stadium Freeway	2,440.00 (partial taking)	4,200.00 (entire taking)
L-4247 Esther G. Houston	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	8,900.00	9,500.00
L-4316 The Oregon Bank	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	312,000.00	365,000.00
L-4290 George Teufel, et ux. (Cause of Action #2 See Report of Trial for Cause of Action #1)	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	3,350.00	4,250.00
(Later appraisal revised to \$4,100)					
L-3851 Carl Eggiman, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	3,450.00	4,750.00
(Later appraisal revised to \$4,100)					
L-4031 William N. Marshall, et al.	Washington	Beaverton-Tigard	Denny Road-Pacific Highway West	7,850.00	9,000.00
(Revised appraisal of \$8,650.00 considers sale of adjoining property)					

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(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4095 Malcolm Rasmussen, et al.	Multnomah	Pacific West	Hamilton Street-Slavin Road (0.2 acre)	\$ 850.00	\$ 1,600.00
(Offer based on 0.2 acre. Settlement takes entire property of 0.7 acre.)					
L-4260 Louis Adler, et al.	Multnomah	Pacific	Eastbank Freeway	59,700.00	28,775.00
(The settlement is based on State acquiring Parcel #3 as excess, but owner retaining Parcel 2 - computed at \$55,700. Owner to purchase 55,158 square feet of State-owned property at \$26,925, leaving owner to pay \$28,775.)					
R-34072 Wesley P. Steinmetz, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	8,550.00	Exchange for other land
L-4177 Concetta Amato, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	23,795.00	37,500.00
(Later appraisal showed value of \$35,395.00)					

(For additional details see the Chief Counsel's letter of June 3, 1963, entitled "Report of Cases Settled," and his letter of June 7, 1963, entitled "Supplemental Report of Cases Settled," in the General Files, Salem).

Offers made to property owners for acquisition of property prior to the institution of condemnation procedures were presented by the Assistant Chief Counsel and confirmed by the Commission. He commented that the offers, as listed below, are based upon competent appraisals and have been approved orally by at least one of the Commissioners prior to this meeting:

ANLAUF-YONCALLA JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-34868 - Glen Coons, et al. Parcel No. 1: 13.27 acres for right of way purposes; Parcel No. 2: 0.25 acre for permanent easement; Parcel No. 3: 1.85 acres for permanent easement; Parcel No. 4: 11.7 acres for right of way purposes; Parcel No. 5: 0.17 acre for temporary easement. Offer of \$17,900.00 approved by Mr. Jackson, May 1, 1963.

CASCADE GORGE-FOREST BOUNDARY SECTION OF THE CRATER LAKE HIGHWAY

R-33532 - A. L. Dorson, et ux. 1.0 acre for right of way purposes. Offer of \$500.00 approved by Mr. Jackson, June 4, 1963.

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DARLINGTONIA WAYSIDE STATE PARK

R-35389 - Overton Dowell, Jr., et al. 0.46 acre for park purposes. Offer of \$850.00 approved by Mr. Jackson, May 15, 1963.

DESCHUTES RIVER-REDMOND SECTION OF THE MCKENZIE HIGHWAY

R-31796 - Helen Wareing, et al. Parcel No. 1: 0.6 acre for right of way purposes; Parcel No. 2: 0.03 acre for permanent easement. Offer of \$915.00 approved by Mr. Fridley, April 29, 1963.

R-31806 - John Zumstein, et al. 0.32 acre for right of way purposes. Offer of \$3,500.00 approved by Mr. Fridley, May 17, 1963.

R-31813 - Lloyd Hudspeth, et al. Parcel No. 1: 1.64 acres for right of way purposes; Parcel No. 2: 0.1 acre for permanent easement; Parcel No. 3: 0.01 acre for permanent easement; Parcel No. 4: 0.02 acre for permanent easement. Offer of \$2,000.00 approved by Mr. Fridley, May 16, 1963.

DUFUR-TYGH VALLEY SECTION OF THE DALLAS-CALIFORNIA HIGHWAY

R-34336 - Joseph W. Dodd, et al. 7.80 acres for material source. Offer of \$100.00 approved by Mr. Fridley, May 3, 1963.

42ND STREET INTERSECTION IN SPRINGFIELD SECTION OF THE MCKENZIE HIGHWAY

R-34092 - Francis Parker, et ux. 2,640 square feet for right of way purposes. Offer of \$500.00 approved by Mr. Jackson, June 4, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32371 - Joseph Gass, et ux. 1,913 square feet for right of way purposes. Offer of \$12,500.00 approved by Mr. Simpson, May 8, 1963.

R-32399 - Virginia C. Belsey, et al. 2,250 square feet for right of way purposes. Offer of \$5,250.00 approved by Mr. Simpson, April 26, 1963.

R-32401 - Ann Bleich, et vir. 5,000 square feet for right of way purposes. Offer of \$13,500.00 approved by Mr. Simpson, May 7, 1963.

R-33658 - Selwyn A. Bingham, et al. 10,000 square feet for right of way purposes. Offer of \$85,450.00 approved by Mr. Simpson, April 26, 1963.

R-33661 - The First National Bank of Oregon (Portland), et al. 3,200 square feet for right of way purposes. Offer of \$24,000.00 approved by Mr. Simpson, May 7, 1963.

R-33662 - P.K. Investment Co. 10,000 square feet for right of way purposes. Offer of \$305,000.00 approved by Mr. Simpson, May 28, 1963.

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

R-33671 - Lucy M. McMahon, et al. 12,500 square feet for right of way purposes. Offer of \$152,500.00 approved by Mr. Simpson, April 25, 1963.

R-33692 - William Leveton, et al. 5,000 square feet for right of way purposes. Offer of \$27,500.00 approved by Mr. Simpson, April 26, 1963.

R-33709 - The Greyhound Corporation, et al. 50,900 square feet for right of way purposes. Offer of \$210,000.00 approved by Mr. Simpson, May 10, 1963.

R-33890 - R. M. MacTarnahan, et al. 15,000 square feet for right of way purposes. Offer of \$87,800.00 approved by Mr. Simpson, April 29, 1963.

R-33903 - American Rag and Metal Company, et al. 5,000 square feet for right of way purposes. Offer of \$59,600.00 approved by Mr. Simpson, May 8, 1963.

R-33910 - Guy A. Jolivette, et al. 7,000 square feet for right of way purposes. Offer of \$22,000.00 approved by Mr. Simpson, April 30, 1963.

R-33911 - H. M. Kirshner, et al. 8,000 square feet for right of way purposes. Offer of \$25,000.00 approved by Mr. Simpson, May 13, 1963.

R-33938 - Fred Gong, Jr., et ux. 8,100 square feet for right of way purposes. Offer of \$52,500.00 approved by Mr. Simpson, April 26, 1963.

R-33939 - Congregation Neveh Shalom, et al. 15,600 square feet for right of way purposes. Offer of \$486,000.00 approved by Mr. Jackson, May 17, 1963.

R-33947 - Cleopatra Page, et al. 2,950 square feet for right of way purposes. Offer of \$10,250.00 approved by Mr. Simpson, May 17, 1963.

R-33949 - Calvin Clark Horger, et ux. 3,550 square feet for right of way purposes. Offer of \$15,100.00 approved by Mr. Simpson, April 29, 1963.

R-33950 - Wallace H. Howe, et al. 3,550 square feet for right of way purposes. Offer of \$15,000.00 approved by Mr. Simpson, May 17, 1963.

R-33967 - Delmar M. Rollman, et ux. 3,500 square feet for right of way purposes. Offer of \$7,500.00 approved by Mr. Simpson, April 23, 1963.

R-33977 - John Carra, et al. 5,400 square feet for right of way purposes. Offer of \$56,400.00 approved by Mr. Simpson, April 23, 1963.

R-33988 - Charles F. Walker, et al. 7,326 square feet for right of way purposes. Offer of \$130,000.00 approved by Mr. Simpson, May 10, 1963.

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

R-34264 - H. C. Pownall, et al. 7,317 square feet for right of way purposes. Offer of \$23,025.00 approved by Mr. Simpson, May 23, 1963.

R-34267 - Robina M. Klemme, et al. 1,170 square feet for right of way purposes. Offer of \$9,000.00 approved by Mr. Simpson, May 28, 1963.

R-34697 - Electrical Distributing, Inc., 4,000 square feet for right of way purposes. Offer of \$13,000.00 approved by Mr. Simpson, May 16, 1963.

R-34698 - Elizabeth L. Meier, et al. 4,000 square feet for right of way purposes. Offer of \$47,500.00 approved by Mr. Simpson, May 8, 1963.

R-35345 - Glen R. Smith, et ux. 613 square feet for temporary easement. Offer of \$350.00 approved by Mr. Simpson, April 30, 1963.

HOLMES GAP-RICKREALL SECTION OF THE PACIFIC HIGHWAY WEST

R-35397 - Louise E. Minty, et al. 1.0 acre for right of way purposes. Offer of \$3,535.00 approved by Mr. Simpson, May 17, 1963.

R-35402 - J. Ragsdale, et ux. Parcel No. 1: 0.80 acre for right of way purposes; Parcel No. 2: .0.25 acre for right of way purposes. Offer of \$1,700.00 approved by Mr. Simpson, May 14, 1963.

R-35404 - Peter W. Fast, et al. 0.3 acre for right of way purposes. Offer of \$385.00 approved by Mr. Simpson, May 16, 1963.

MEDFORD SECTION OF THE PACIFIC HIGHWAY

R-34824 - Anlo Penwell, et ux. 75 square feet for right of way purposes. Offer of \$185.00 approved by Mr. Jackson, May 2, 1963.

RILEY-SOUTH SECTION OF THE LAKEVIEW-BURNS HIGHWAY

R-35494 - Farm Development Co., et al. Parcel No. 1: 5.76 acres for material source; Parcel No. 2: 1.66 acres for haul road. Offer of \$150.00 approved by Mr. Jackson, May 16, 1963.

SUTHERLIN-SHADY SECTION OF THE PACIFIC HIGHWAY

R-33705 - Darley E. Ware, et ux. Parcel No. 1: .48 acre for right of way purposes; Parcel No. 2: .46 acre for permanent easement. Offer of \$200.00 approved by Mr. Jackson, May 3, 1963.

R-33707 - Garden Valley Shopping Center, Inc., et al. 92,120 square feet for right of way purposes. Offer of \$28,500.00 approved by Mr. Jackson, June 5, 1963.

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Orders received from the Public Utility Commissioner concerning railroad crossing matters in which the Highway Commission has been a party were reported by the Assistant Chief Counsel. The Commission accepted the report which is summarized as follows:

PUX 487: Application of Lane County to construct Maxwell Road Overcrossing over Southern Pacific Company tracks at their M.P. 651.30. The proposed structure will eliminate the Maxwell Road and the Bushnell Road grade crossings. The State Highway Department will prepare plans and call bids for a contract which is to be let by Lane County. The State is to supervise construction of the project, but the County is to assume all maintenance and jurisdiction over the structure when it is completed.

PUX 492: Application of Marion County to alter a grade crossing of Southern Pacific, Geer Branch, with Lancaster Drive Northeast, near Salem. Marion County is to widen Lancaster Drive to four lanes, with parking and sidewalks. The State Highway Commission has no jurisdiction.

PUX 495: Application of the State Highway Commission to construct the Heppner Highway Overcrossing over tracks and right of way of the Union Pacific Railroad Company, Heppner Branch, on the Heppner Highway, approximately four miles south of Heppner Junction, Gilliam County. This structure is a part of the John Day Lock and Dam Project and the construction agreement will be between the Corps of Engineers, U. S. Army, and the Railroad. The Highway Department and its contractors will act as agents for the Corps of Engineers. The State will assume jurisdiction over and maintenance of the project after completion.

PUX 499: Application of the Peninsula Terminal Company Railroad to construct a crossing at grade at Suttle Road, near North Portland Road in Multnomah County. This is a county road over which the State Highway Commission has no jurisdiction.

A report was made by the Assistant Chief Counsel on legal proceedings which had been instituted against the Highway Commission or its employees since the last meeting, summarized as follows:

1. Roy L. Houck Sons' Corp., in the Circuit Court of the County of Marion, damage action against the State in the sum of \$44,608.56. This action, he stated, is based upon the opening of the McKenzie River-Willamette River Section of the Pacific Highway, Lane County, while it was still under construction by the plaintiff.

2. A case filed in the District Court for the County of Douglas by William E. Everly, et al., asking damages in the sum of \$218.94 plus costs and attorney's fee. The plaintiff claimed that the operator of a Highway Commission truck discharged a load of sand and gravel when Mr. Everly's vehicle was directly behind the truck.

3. A case in the Circuit Court in Harney County by Hebener and Jenkins, who had been awarded Contract No. 5100 for rock production. The plaintiffs claimed that the State had caused them damages in the amount of

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\$3,780.00 by closing their access road during construction of a bridge. Plaintiffs also alleged additional damages in the amount of \$300.00 because of workdays charged when the Silvies River flooded the pit area; and also an additional sum by loss of equities in equipment purchased. The total amount of their claim is \$18,385.64.

The Assistant Chief Counsel commented that these cases are being handled by staff attorneys.

A claim made by West Portland Lumber Company in the amount of \$91.03 was presented by the Assistant Chief Counsel. In order to prevent pedestrians from falling from a high sidewalk at Capitol Highway and Barbur Boulevard, the Lumber Company had erected a handrail at this location, expending for material the sum of \$91.03. As the installation of the handrail was deemed to be a proper measure and approval had been obtained in the Portland Division Office for the installation, he recommended that the Lumber Company be reimbursed for their expenditure. The Commission approved the reimbursement.

The Commission considered an arrangement with the Milwaukie Elementary School District No. 1 in which the State would pay to the District the sum of \$800 to improve drainage involving the school property and Clackamas Highway No. 171. The Assistant Chief Counsel recalled that on December 19, 1949, the Commission had agreed to pay the sum of \$800 to remedy the drainage condition, but the proposal had never been accepted by the owner of the property. He recommended that the payment of \$800 to the School District be approved as the School District has signed a document releasing the State Highway Commission from all past and future claims arising from the drainage in this area. The Commission approved the payment as presented.

The Commission also considered a claim made by Hudspeth Land and Livestock Company for rock material removed from the Company's property on the Ochoco Junction-Howard School Section of a Crook County road in Crook County. The Engineer stated that N. A. Toole, a subcontractor on Contract No. 5707 (Stanley Wilt, prime contractor), had unintentionally removed 34,101 tons of material from the Hudspeth land. Neither the contractor nor State personnel were aware that the material was being removed from outside the State-owned quarry. A proposal has been made to settle the claim for \$2,200.00, with the Highway Department to pay \$1,705.05, or five cents per ton for the material removed. Appropriate releases by the Hudspeth Company have been executed. Upon the favorable recommendations of the Assistant Chief Counsel and the Engineer, the Commission approved the settlement as presented.

Consideration was given to a proposed compromise settlement in which the State sought to collect the sum of \$340.69 from Robert W. DeMaris and Western Greyhound Lines, arising from an accident which damaged guard-rail on the Seventh Street Bridge on the Rogue River Highway in Grants Pass, Josephine County, on December 30, 1962. The Assistant Chief Counsel explained that the DeMaris vehicle had skidded on an icy surface into the path of the bus. Surety for DeMaris has offered to pay fifty percent of the claim, or \$170.34. Greyhound claimed no negligence on its part and refused

to pay anything. As the Supreme Court has indicated that where ice or snow on the roadway is the primary cause of a collision there is insufficient evidence to indicate negligence, he recommended that the fifty percent settlement be accepted and the balance of the claim be abandoned. The Commission approved the recommendation.

Payment of \$125 to the estate of Ella Moore, deceased, to satisfy obligations in an option taken by the State "to construct curbs and sidewalks where disturbed in the taking" on the Emigrant Avenue-Frazer Avenue Couplet Section of the Pendleton-John Day Highway in Pendleton, Umatilla County, was considered. The City of Pendleton assessed the Moore property in the amount of \$387 as the owner's share for replacing curbs and sidewalks in the area of the taking. The attorney for the Moore estate has agreed to accept \$125 in full settlement of all obligations of the State, and the Assistant Chief Counsel recommended that the settlement be accepted. The Commission accepted the settlement.

Attention was given to a request from the City of Pendleton that the Highway Commission consent to annexation to the City of 40 acres west of the Airport Junction Road, which would include a portion of the Old Oregon Trail Highway, Umatilla County. The Assistant Chief Counsel stated that there appears to be no reason for denying the request, which would include approximately 1,300 feet of state highway. Following his favorable recommendation, the Commission approved the "Consent to Annexation" and authorized the Secretary to sign it in their behalf.

The Commission also considered a request from Mr. and Mrs. Jack H. Arnold for annexation of a 1.21 acre stockpile site into the Colton Water District on the Molalla-Sandy Highway, near Colton, Clackamas County. The Assistant Chief Counsel stated that the Arnolds made the request in order to secure water from the Water District. He explained that the State's property lies between the Arnold's property and the District and it is necessary that the Arnold's property be contiguous to the District's boundary. The Water District has assured that no tax or other burden will be imposed upon the Highway Department by reason of the annexation. The Commission consented to the annexation and authorized the Secretary to execute a "Petition for Annexation" in behalf of the Commission.

An agreement with Santiam Water Control District for construction of a diversion facility in Mill Creek on the Salem Bypass Section of the Pacific Highway, east of Salem, Marion County, was presented by the Assistant Chief Counsel. He explained that in construction of the Salem Bypass, it was necessary to construct a weir for irrigation purposes. However, the Mill Creek channel has eroded so that water does not properly enter the irrigation ditches. For payment to them of \$7,500 by the State, the Water Control District has agreed to undertake the State's obligation to reconstruct and to maintain in the future a diversion facility in Mill Creek to provide property owners with irrigation water. It was the Assistant Chief Counsel's opinion that the settlement is a fair one and would relieve the State from any further responsibilities in this matter. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a petition from the Rogue River Irrigation District to exclude from the District 6.11 acres of land used as right of way for the Pacific Highway in Jackson County. The Assistant Chief Counsel commented that this action and action to include a certain area in the Irrigation District were originally undertaken at the Highway Commission meeting of December 20, 1962. Following his favorable recommendation, the Commission approved the petition to exclude land from the Irrigation District and authorized the Secretary to sign the petition in behalf of the Commission.

Consideration was given to the acquisition of approximately 25 acres of land abutting Mayer State Park in Wasco County. The Engineer stated that the Non-Urban Park and Recreation Study, completed during 1962, had recommended an additional area for the park. The proposed additional area, which includes a house and outbuildings, has been appraised by the Right of Way Division at \$14,000. The acquisition has been approved by the State Parks and Recreation Advisory Committee, and he recommended that authority be granted to negotiate for the purchase of the property. The Commission granted the authority.

The Commission also considered the proposed acquisition of two parcels of land, containing 255 acres in one parcel and 8 acres in the other parcel, to provide additional shore line along the Columbia River, overnight camping facilities and a larger picnic area in Hat Rock State Park in Umatilla County. The Engineer commented that the Non-Urban Parks and Recreation Study had recommended acquisition of an additional area in this park. He recommended that authority be granted to negotiate for acquisition of the two parcels, which he estimated would cost \$15,000. The Commission granted the authority.

The acquisition of two parcels of property as an addition to Darlingtonia Wayside, north of Florence in Lane County, was presented by the Engineer. This wayside, he stated, is becoming increasingly popular, and to provide space for parking and for development of the wayside, he recommended that two parcels of land be acquired, one consisting of 0.46 acre and the other containing 1.38 acres. The estimated cost of this property is \$2,600. The Commission granted authority to negotiate for the two acquisitions.

The Commission considered a request from the Lane County Park and Recreation Department that the State give to Lane County for park purposes a 40 acre tract of land originally acquired as a source of firewood for Honeyman State Park. This tract, the Engineer stated, was acquired many years ago from Lane County by payment of \$30 in back taxes. The property has not been used for its original purpose as the cost of procuring firewood from the tract proved too expensive. Lane County proposes to use the 40 acres in the development of a county park. He recommended that the 40 acres be deeded to Lane County without charge and with the understanding that the deed is to contain a reversionary clause limiting the use of the land to park and recreational purposes. The Commission approved the recommendation.

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Attention was given to a request made by the Deschutes County Court that the State give to the County a 60-foot right of way for an existing road through a portion of Tumalo State Park in Deschutes County. The Engineer explained that the County now has title to the right of way for a county road through this park, and the additional right of way is desired so that the County can legally maintain the section under travel. The action requested by the County, he said, will not interfere with the public use of the park or its maintenance by the State, and he recommended that the right of way be given to Deschutes County as long as it is used for public road purposes. The Commission accepted his recommendation.

A request from the State Board of Forestry was also considered in which the Board of Forestry requested that the Highway Commission deed to them one-half of the roadway which is on the easterly boundary of Kimball State Park in Klamath County. In commenting on this, the Engineer stated that in 1955 the State Board of Forestry deeded to the Highway Commission a 19-acre tract, now known as Kimball State Park. The easterly boundary of the park is along the center line of a road, one-half of which belongs to the State Board of Forestry and the other half to the State Highway Commission. The Board of Forestry has asked for title to the entire roadway so that it can control the type of traffic using the road. The road is not used by park patrons, and it was the Engineer's opinion that no inconvenience would be caused to the State by granting the request, and he so recommended. The Commission approved the transfer by bargain and sale deed.

Consideration was given to acquiring 115 acres as an addition to Ainsworth State Park in Multnomah County. For some time, the Engineer stated, a search has been underway for an overnight camping site in the Columbia Gorge. A useable area has been found at the intersection of the scenic Columbia River Highway and Interstate 80N at Dodson. The property is owned by Joseph A. Bucher and the Engineer estimated its value at \$35,000. The Commission granted authority to negotiate for the purchase of this property.

The Engineer brought up the matter of negotiating with Moore Mill and Lumber Company for a strip of land 450 feet in width along the ocean shore, just north of the Coquille River, as an addition to Bullards Beach State Park in Coos County. He recalled that at the January 31, 1963, Commission meeting a delegation from Moore Mill and Lumber Company had appeared before the Commission protesting acquisition of the entire 128-acre tract. Following that meeting, further negotiations were undertaken, and it appears that acquisition of the 450-foot strip along the shore, consisting of approximately 30 acres, would be beneficial to the park and agreeable to Moore Mill and Lumber Company. There is a possibility, he added, that the Lumber Company might donate this strip of land. The Commission authorized negotiations to acquire the 30-acre strip.

Amendment No. 13 to Master Agreement No. 2055 with the Central Lincoln Peoples' Utility District was considered. The Engineer remarked that the Utility District provides power for a number of state parks along the Coast, and it is now desired to secure electrical power for the Tugman State Park at Eel Lake in Coos County. The annual minimum charge for this new service is \$190, and he recommended that the amendment be approved and that the Secretary be authorized to sign it in behalf of the Commission. The Commission approved his recommendation.

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The Commission also considered a petition from the Rogue River Irrigation District to exclude from the District 6.11 acres of land used as right of way for the Pacific Highway in Jackson County. The Assistant Chief Counsel commented that this action and action to include a certain area in the Irrigation District were originally undertaken at the Highway Commission meeting of December 20, 1962. Following his favorable recommendation, the Commission approved the petition to exclude land from the Irrigation District and authorized the Secretary to sign the petition in behalf of the Commission.

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The Commission also considered the acquisition of additional land for overnight camping purposes at Sunset Bay State Park in Coos County. A tract of land, consisting of 47 acres, the Engineer stated, is available and can be converted easily for overnight camping purposes. The 47-acre tract, he added, has been appraised at \$33,500, and its acquisition has been recommended by the State Parks and Recreation Advisory Committee. The Commission authorized negotiations for the acquisition of this tract.

The acquiring of additional land for expansion of overnight camping facilities at Detroit Lake State Park on the North Santiam Highway in Marion County was discussed. The Engineer stated that 104 acres can be acquired from the U. S. Forest Service by an amendment to an existing special use permit. The State Parks Division and the Forest Service officials, he said, are in agreement as to the requirements of the amendment, and he recommended that it be approved by the Commission. The Commission approved the amendment.

Consideration was given to purchasing of 2.85 acres from the Miami Corporation as an addition to the H. B. Van Duzer Forest Corridor Wayside on the Salmon River Highway in Lincoln County. The Engineer said that an investigation had been underway to locate drinking water for the wayside, and a suitable supply had been found on the Miami Corporation's property. Negotiations indicate that 2.85 acres can be purchased for a source of the water, and an easement obtained on 1.35 acres for access and a pipeline from the water source to the park boundary. He recommended purchase of the 2.85 acres and an easement on 1.35 acres at a total estimated cost of \$150. The Commission approved the acquisition and easement.

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

- (1) Construction of North Ten Mile Lake Bridge on North Lake County Road, Coos County. Bids received April 23, 1963. Contract No. 6263 awarded April 25, 1963, to Baughman and Son, Coos Bay, low bidder.
- (2) Construction of Conn-Ford Bridge over South Umpqua River and two overflow structures on Conn-Ford County Road, FAS 235, Douglas County. Bids received April 23, 1963. Contract No. 6264 awarded April 26, 1963, to Walder and Kenworthy, Portland, low bidder.
- (3) Grading and paving on Independence (5th Street) Section of city street, Polk County. Bids received April 23, 1963. Contract No. 6265 awarded May 1, 1963, to Salem Road and Driveway Company, Salem, low bidder.

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- (4) Grading and stone base on 166th Place-East Burnside Road Section of FAS Route 641, Multnomah County. Bids received April 23, 1963. Contract No. 6266 awarded May 6, 1963, to Logan, Taylor and Company, Portland, low bidder.
- (5) Paving on 166th Place-East Burnside Road Section of FAS Route 641 (S.E. Stark Street), Multnomah County. Bids received April 23, 1963. Contract No. 6267 awarded May 6, 1963, to Oregon Asphaltic Paving Company, Portland, low bidder.
- (6) Construction of Astoria Bridge Steel Superstructure, Columbia River Bridge, Clatsop County, Oregon, and Pacific County, Washington. Bids received April 23, 1963. Contract No. 6268 awarded May 10, 1963, to U. S. Steel Corporation, Portland, low bidder.
- (7) Mt. Ashland Rock Production Project on Mt. Ashland Forest Road, Jackson County. Bids received May 21, 1963. Contract No. 6269 awarded May 28, 1963, to M. C. Lininger & Sons, Inc., Medford, low bidder.
- (8) Grading and paving Central Point (Pine Street) Section of city street, Jackson County. Bids received April 23, 1963. Contract No. 6270 awarded May 29, 1963, to M. C. Lininger and Sons, Inc., Medford, low bidder.

Under authority previously granted to him, the Engineer reported that a section of the Columbia River Highway from the Tongue Point Naval Base Reserve to the Meserve County Road had been classified as a Special Group I and a Dromedary and/or Semitrailer Route, on April 18, 1963. This action was taken to allow the operation of truck-tractor and semitrailer combinations of vehicles in excess of the basic statutory limit under authority of a written permit. The Commission confirmed the reclassification.

Also reported by the Engineer was reclassification of two sections of highways to Special Group I status, to expedite the operation of over-length combinations of vehicles. The Commission confirmed reclassification to Special Group I as follows:

- (1) Coos Bay-Roseburg Highway from Myrtle Point to the junction with the Powers Highway.
- (2) Powers Highway from its junction with the Coos Bay-Roseburg Highway to M.P. 15.45.

An overrun of the project authorization on Contract No. 6083 covering the Pleasant Valley Slide grading project on the Old Oregon Trail Highway in Baker County was reported by the Engineer. During the course of the work it was necessary to move additional material to achieve a stable condition

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and also to find a new disposal area. The anticipated overrun is \$47,759.05, or approximately 25.7 per cent, and he recommended that the project authorization be increased by this amount. The Commission approved the increase.

The Commission considered a request from Malheur County for the allocation of \$20,000 from the 1963 Special City Allotment Fund for a project on FAS 828 (Main Street) in the City of Jordan Valley. The Engineer recalled that a few months ago the City of Jordan Valley had requested a project on Main Street in the 1963 program but because of its isolated location the project was not recommended for approval. However, Malheur County has recently indicated that it intends to request a project on the County portion of FAS 828 to the Idaho state line. He recommended an allocation of \$20,000 from the 1963 Special City Allotments Fund as the City's share in reconstructing a portion of FAS 828 inside the city limits of Jordan Valley. The Commission approved the allocation.

Attention was given to a claim made by John Castle in the amount of \$263.96 for the cost of cleanup and repair of his residence basement because of flooding on the detour road of the Westport-Clatskanie Section of the Columbia River Highway in Columbia and Clatsop Counties. This detour, the Engineer stated, was constructed in connection with Contract No. 5999. A culvert on the detour became plugged during heavy rains on November 10, 1962, and again on February 2, 1963, causing flooding of the basement of the Castle residence. The claim was investigated and found to be valid. He recommended that Mr. Castle be paid the sum of \$263.96. The Commission approved the claim.

Several surveys were presented by the Engineer, covering relocation or reconstruction of portions of state highways. He provided oral details on location and construction. These surveys, he said, have been given very careful engineering consideration in order to provide the most adequate facilities for public use commensurate with the cost and the use thereof. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 270, 271, and 272," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Independence Junction-Bonneville Station Section on the Willamina-Salem Highway in Polk County. (See "Survey Resolution No. 272").
- (2) Arnold Ice Cave Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County. (See "Survey Resolution No. 272").
- (3) Oxman-Benson Creek Section of the Old Oregon Trail Highway in Baker and Malheur Counties. (See "Survey Resolution No. 270").
- (4) Wall Creek-California Line Section of the Pacific Highway in Jackson County. (See "Survey Resolution No. 270").

- (5) Hendricks Bridge Section of the McKenzie Highway in Lane County. (See "Survey Resolution No. 271").

Attention was given to a request from the City of Corvallis that the State participate with the City on a fifty-fifty basis in the cost of acquiring 1.308 acres of right of way on the easterly side of the Pacific Highway West, just south of Marys River, for a future interchange and for the Front Street project in Corvallis. The Engineer remarked that several years ago the Highway Commission had cooperated with Corvallis on a fifty-fifty basis in acquiring right of way near the Pacific Highway West and the crossing of Marys River. The City, he added, has appraised the 1.3 acres at \$4,000 and has obtained an option in that amount. The property will be needed at a future time in conjunction with the other property acquired. He recommended that the Commission approve cooperating with the City as requested, with the understanding that the property be acquired in the name of the City of Corvallis and the State of Oregon by and through its Highway Commission. The Commission approved cooperation, as presented.

Requests were considered from Benton, Deschutes, Gilliam, Polk and Washington Counties for 1964 Federal-aid Secondary County Road Projects, totaling \$694,000. These projects, the Engineer stated, have all been investigated and are eligible for construction with FAS funds. Concerning the Deschutes County request, he explained that the County proposes to transfer Federal-aid Secondary-County financing to the Cascade Lakes Highway between Bend and Bachelor Butte, to be incorporated with Forest Highway Funds. The Commission approved the following projects and authorized the Secretary to sign construction agreements pertaining thereto when they are prepared:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Benton	209	Kings Valley School-Maxfield Corner, 1.6 miles. Grade, surface and oil.	\$75,000	
	830	Starr Creek Road-Feichter Creek, 2.4 miles. Oiling	20,000	
			\$ 95,000	1964
Deschutes	855	Transfer of Funds to State Highway Department	77,000	1964
Gilliam	440	Hay Creek Bridge Section structure	25,000	
	721	Dyer Creek culvert	12,000	
			37,000	1964
Polk	907	Gooseneck Creek Bridge structure	35,000	1964
Washington	630	Jenkins Road-Tualatin Valley Highway Section	450,000	1964
ESTIMATED TOTAL.....			\$694,000	

SUMMARY BY FISCAL YEARS	1964	Estimated 1965	Total
Allocated Funds	\$3,746,000	\$3,844,000	\$7,590,000
Approved Projects (Corrected to date)	2,001,000	--	2,001,000
Unprogrammed Balance	1,745,000	3,844,000	5,589,000
Projects Proposed 6/10/63	694,000	--	694,000
Unprogrammed Balance	\$1,051,000	\$3,844,000	\$4,895,000

Requests for increases in the number of workdays within which to complete highway contracts without assessment of liquidated damages were presented by the Engineer. He commented on conditions which prevailed in each contract and made his recommendations as to action to be taken. After considering the Engineer's report and other available information, the Commission took action on the requests, as follows:

- (1) Kuckenber Construction Company, Contract No. 5951 for construction of the Flint and Vancouver Avenue Overcrossings on the East Bank Freeway Section of the Pacific Highway in Portland, Multnomah County, requested an increase from 200 to 245 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 28 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented, concurring in this action.
- (2) Rogers Construction Company, Contract No. 5764 for paving and structures on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, requested an extension of 22 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 11 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented, concurring in the 11-day extension.
- (3) Hamer Corporation, Contract No. 6083 for slide correction on the Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, requested an increase from 70 to 100 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of 25 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in this action.

- (4) Roy L. Houck Sons' Corporation, Contract No. 5478 for work on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County. The Engineer stated that in the fall of 1960 the contractor had cooperated in speeding up his work in inclement weather so that two lanes of the freeway could be opened to traffic. It was his feeling that the public had benefited greatly in being able to use the road at least six months earlier than would have been accomplished otherwise. He therefore recommended that the contractor be granted an extension of 21 workdays without assessment of liquidated damages. The Bureau of Public Roads, he said, has not agreed to concur in this action. The Commission approved the extension of 21 workdays without assessment of liquidated damages. Cost to the State is \$6,300.

The Engineer reported that Contract Nos. 5888, 6036, 6138, 6169, 6183, 6185, 6198 and 6227 for highway construction have been completed in accordance with the requirements of the contractors or modifications thereof and 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 "Contracts Completed Resolution No. 123," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The establishment of new speed zones and the rescinding of several outmoded speed zones were presented by the Engineer. He pointed out that a reinvestigation program is underway to re-evaluate the existing speed zones on state highways, taking into consideration the changes in roadside culture, improvements to highways, volume and speed of traffic and other factors. As a result of this investigation, he recommended that certain speed zones be established, modified, or rescinded on certain sections of highways. The Commission approved his recommendations as follows and thereupon adopted "Speed Zone Resolution Nos. 391, 392, 296a, 393, 394, 337, and 395," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Columbia River Highway: 70 miles per hour between the Dodson Overcrossing, M.P. 33.26, and the Bonneville Overcrossing, M.P. 38.40, Multnomah County, to be effective when the highway is completed to interstate standards. (See "Speed Zone Resolution No. 391.")

- (2) Pacific Highway East: 30 miles per hour from the south city limits of Salem, M.P. 52.36, to Ratcliff Drive, M.P. 52.58; 45 miles per hour from Ratcliff Drive to a point 150 feet south of Crowley Avenue, M.P. 54.17, except that between a point 350 feet north of Lansford Drive and a point 250 feet north of Hilficker Road the designated speed shall be 20 miles per hour during the hours of school crossings. The Commission also rescinded "Speed Zone Resolution No. 84a" adopted October 23, 1958. (See "Speed Zone Resolution No. 392.")
- (3) Umpqua Highway: The Commission rescinded "Speed Zone Resolution No. 296," adopted May 28, 1959, between M.P. 47.66 and M.P. 48.02, west of Drain, Douglas County. The lumber mill which required the speed zone has burned. ("Speed Zone Resolution No. 296a.")
- (4) Little Sheep Creek Secondary Highway No. 350: 40 miles per hour from the east city limits of Joseph, M.P. 0.26, to a point 0.11 mile east of east city limits of Joseph, M.P. 0.37, Wallowa County. (See "Speed Zone Resolution No. 393.")
- (5) Wallowa Lake Highway: 45 miles per hour from M.P. 55.21 to M.P. 55.38, near the city of Lostine, Wallowa County. The Commission also rescinded "Speed Zone Resolution No. 333," adopted December 12, 1960, which covered the existing speed zone. (See "Speed Zone Resolution No. 394.")
- (6) Wallowa Lake Highway: The Commission rescinded "Speed Zone Resolution No. 337," adopted December 12, 1960, which established a 35 mile per hour speed zone for a distance of 0.15 mile immediately east of east city limits of Elgin, Union County. (See "Speed Zone Resolution No. 337a.")
- (7) John Day-Burns Highway: 40 miles per hour through the community of Seneca, from a point 0.36 mile north of Logan Road, M.P. 24.90, to a point 200 feet south of the road to Camp Creek, M.P. 25.33, Grant County, except that between a point 0.26 mile north of Logan Road and a point 250 feet north of Logan Road the indicated speed during hours of school crossings shall be 20 miles per hour. (See "Speed Zone Resolution No. 395.")

The matter of rescinding construction speed zones was brought up by the Engineer. He recalled that in the early stages of the interstate program it was necessary to establish these official construction speed zones to insure proper handling of traffic; however, the coordination of policing and signing activities has progressed to the point that official establishment of these zones is no longer needed. During the period when the construction speed zones were officially established 155 actions were taken by the Commission. He presented a form of resolution to officially rescind these actions and to rescind "Authorization Resolution No. 16" under which the zones were established. The Commission adopted "Authorization Resolution No. 16a," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered a petition, signed by 105 persons, calling attention to traffic hazards on the Mt. Hood Highway at S. E. 102nd Avenue, east of Portland. The Engineer commented that the petition had been forwarded to him by the Multnomah County Engineer, and the Multnomah County Board of Commissioners is taking action to prohibit parking on S. E. 102nd Avenue. He recommended that parking be prohibited on the south side of the Mt. Hood Highway from the west property line of S. E. 102nd Avenue to a point 40 feet west thereof. The Commission approved his recommendation and thereupon adopted "No Parking Resolution No. 246," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The abandonment of certain old sections of state highways was presented by the Engineer. The new highway sections replacing the old ones have been completed and opened to public travel, and he recommended that the old sections be abandoned to the respective counties or to the adjoining land owners. The Commission approved abandonment of the following sections of highway by adopting "Abandonment and Retention Resolution Nos. 310, 406 and 407," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Sage Hen Hill-Hines Section of Central Oregon Highway, Harney County. (See "Abandonment and Retention Resolution No. 406")
- (2) John Day River (Service Creek) Section of Service Creek-Mitchell Highway, Wheeler County. (See "Abandonment and Retention Resolution No. 310")
- (3) Harper Junction-Burrell Section of Central Oregon Highway, Malheur County. (See "Abandonment and Retention Resolution No. 407")

Attention was given to a "Memorandum of Understanding" with the U. S. Forest Service covering use of State right of way to a quarry site on the Oregon Coast Highway, approximately seven miles north of Florence in Lane County. The Forest Service, the Engineer stated, is improving the Herman Peak Road. To make that improvement in an economical manner, it is necessary that the Forest Service use a part of the right of way that the Highway Commission secured to a quarry site some years ago. The requested use, he continued, is not incompatible with the Highway Department's interest, and he recommended that the "Memorandum of Understanding" be approved and

that oral authority granted to the Secretary to sign the "Memorandum" on May 16, 1963, be confirmed. The Commission accepted the Engineer's recommendation.

A supplemental agreement with Southern Pacific Company covering an increase in the Railroad Company's expenditures in the crossing of the Railroad's Shasta Line, near Rogue River, by the Pacific Highway (Interstate 5) was considered. The Engineer explained that on April 16, 1959, an agreement had been entered into which, among other things, provided that the Railroad Company be reimbursed for expenses incurred by the Railroad in the highway construction. Since the contract ran considerably over the specified time limit, the Railroad's costs are considerably more than the original estimate of \$19,305. The supplemental agreement provides that the Railroad be reimbursed for its expenses, estimated at \$30,241. Following his favorable recommendation, the Commission approved the supplemental agreement.

The Engineer recommended that "ONE WAY TRAFFIC FOR TRUCKS AND BUSES" be established on the Smith Bridge over the Umpqua River on the Elkton-Sutherlin Highway at M.P. 3.82 in Douglas County. This action, he stated, is needed because the bridge is of substandard width (17 feet 7 inches) and cannot safely accommodate two-way traffic involving trucks and buses. The Commission approved the recommendation and thereupon adopted "Miscellaneous Resolution No. 238," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A supplemental agreement with Deschutes County covering the oiling of certain county roads was presented by the Engineer. The original agreement, the Engineer stated, was entered into February 27, 1963, and provided in part for oiling on Federal-aid Secondary Highways Nos. 904 and 905. Subsequently it was found that FAS Highway Nos. 904 and 905 were not eligible for federal participating funds, and Deschutes County plans to oil both roads on a non-participating basis. He also mentioned that bids had been received, Contract No. 6242 had been awarded to Babler Bros., Inc., and a supplemental agreement had been entered into with the contractor. The supplemental agreement which will reduce the estimated project cost from \$68,515 to \$58,453, has been approved by the Deschutes County Court, and he recommended that it be approved by the Commission. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A supplemental contract agreement with Babler Bros., Inc., covering modification of Contract No. 6242 to perform work on Deschutes County Roads was discussed. The Engineer explained that this agreement is necessary as two of the Federal-aid Secondary County Roads - Nos. 904 and 905 - were not eligible for participation in federal funds. The supplemental contract agreement with Babler Bros. deletes the work contemplated on FAS 904 and 905, thus reducing the contract from \$68,515 to \$58,453. It was his understanding that the County intends to oil the deleted roads on a non-participating basis. The supplemental contract agreement has been approved by the contractor, and he recommended that it be approved by the Commission. The Commission approved the contract and authorized the Secretary to sign it in their behalf.

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The Commission approved the minutes of the meeting held in Salem on April 25, 1963.

The Commission confirmed the date for the next meeting on July 18, 1963, in Room 419, State Highway Building, Salem. The Commission instructed that delegations be scheduled before noon. A tentative date for the following meeting was set for August 29, 1963.

Attention was given to a supplemental agreement with Union Pacific Railroad Company concerning construction of the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties. The original agreement, the Engineer stated, was entered into in 1961 and expires in 1963. However, the work contemplated will not be completed before expiration of the agreement and he recommended that a supplemental agreement be approved, thereby extending the original agreement for a period of five years. The Commission approved the supplemental agreement.

The Commission also considered an agreement with Union Pacific Railroad Company concerning construction of the Cascade Locks-Mitchell Point Section of the Columbia River Highway (Interstate 80N) in Hood River County. This agreement, the Engineer commented, is the result of negotiations over a period of four years. Following his favorable recommendation, the Commission approved the agreement.

A supplemental agreement with Union Pacific Railroad Company was considered concerning work on the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County. The supplemental agreement, the Engineer stated, is necessary to provide a construction crossing for the benefit of the contractor and to clarify and correct a county road description. Based upon his favorable recommendation, the Commission approved the agreement.

Consideration was given to a supplemental agreement with Southern Pacific Company covering the section to be paved on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. The Engineer commented that an earlier agreement executed in 1961 covered grading work only, and as the paving section extends the project slightly and further involves the railroad, the supplemental agreement is necessary. The Commission approved the agreement.

The Commission also considered a "Bargain and Sale Deed" with Southern Pacific Company covering the Mistletoe Overcrossing on the Pacific Highway, south of Ashland, in Jackson County. The Engineer stated that an agreement covering this project had been previously entered into which, among other things, called for an exchange of lands to take care of the new highway right of way as well as the newly relocated railroad right of way. A "Bargain and Sale Deed" has been prepared covering the State's transfer. Based upon his favorable recommendation, the Commission approved the deed.

The Engineer presented to the Commission a summary of the bids received on June 4, 1963, for highway construction. He mentioned the number of bids received, the name and amount of each low bidder, the estimate of

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cost for each project, and his recommendation as to award, referral or rejection of the bids. At 10:15 a.m., the Commission awarded contracts as follows, and authorized the Secretary to sign the contracts in behalf of the Commission:

BIDS RECEIVED IN SALEM ON JUNE 4, 1963

"Stone base and oiling on W. Unit, Rock Creek-Haines Section of FAS 507 in Baker County. FAP No. S-168(4). Four bids were received. The Commission elected to accept the low bid of Arthur Simonsen and Company, Baker, in the sum of \$56,798.50 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 \$12,900.00 is deposited by the County.

"Grade, pave and structure on Bowers Slough Section of the Albany-Corvallis Highway in Benton County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at \$203,029.00.

"Grading, paving and structure on Canby-Aurora Hill Section of the Pacific Highway East in Clackamas County. FAP No. F-53(8). Six bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, Inc., Portland, at \$625,920.90.

"Grading and paving on Estacada (N. W. Wade Street) Section of City Street in Clackamas County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Charles T. Parker Construction Company, Portland, at \$15,841.50.

"Mt. Hood Rock Production Project on the Mt. Hood Highway in Clackamas County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Saxton-Stevenson, Inc., Salem, at \$32,490.00.

"Grading, paving and signing on Winchester-S. Umpqua River Section of the Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(51)125. Six bids were received. The Commission awarded the contract to the low bidder, Morse Brothers, Inc., and Beckley and Thomas Rock Products, Inc., Roseburg, at \$1,038,898.27.

"Grading and paving on Sutherlin (Umpqua Street) Section of City Street in Douglas County. State Project. Only one bid was received. The Commission elected to accept the low bid of Roseburg Paving, Inc., Roseburg, in the sum of \$18,182.75 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Sutherlin is received and the sum of \$1,965.00 is deposited by the City.

"Grading, paving, structure and signing on Heppner Junction Interchange and N. Unit, Heppner Junction Interchange-Rhea Section of the Columbia River and Heppner Highways in Gilliam County. Federal-Aid Interstate Highway Project No. I-80N-5(8)145. Nine bids were received. The Commission elected to accept the low bid of Rogers Construction, Inc., Portland, in the sum of

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\$934,302.75 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 and U. S. Corps of Army Engineers is received.

"Grading, oiling and structures on N. Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County. FAP No. FLH-1(4). Two bids were received. The Commission awarded the contract to the low bidder, Slate-Hall, Portland, at \$271,319.00.

"Klamath Falls Traffic Signal Revision on Routes US 97 and ORE 66 at 13 street intersections through the business district of Klamath Falls in Klamath County. City-State Project. Two bids were received. The Commission rejected all bids as being too high.

"Roadside improvement on Goshen-Cottage Grove Section of the Pacific Highway in Lane County. Federal-Aid Interstate Highway Project No. I-5-3(52)175. Three bids were received. The Commission awarded the contract to the low bidder, Knight Percy Nursery, Salem, at \$56,510.50.

"Grade and pave on Mile Point 2 Slide Section on the Corvallis-Newport Highway in Lincoln County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Road and Driveway Company, Newport, at \$59,427.00.

"Grade and pave on Clear Lake Junction Section of the Santiam Highway in Linn County. State Project. Only one bid was received - from Morse Bros., Lebanon. The Engineer explained that some oil rock was in this project which was to have been provided for the U. S. Forest Service but they are unable to accept the rock. He recommended that Items 15, 16, 17 and 18 covering this oil rock be deleted from the project. Morse Bros. has consented by letter to that reduction, thereby reducing their bid to \$76,244.90. The Commission awarded the contract to Morse Bros. at \$76,244.90.

"Union Avenue-Swift Road Interchange Structure "A" Minnesota Freeway Section, Pacific Highway, in Multnomah County. Federal-Aid Interstate Highway Project No. I-5-6(42)308. Eight bids were received. The Commission awarded the contract to the low bidder, Inland Construction Company, Milwaukie, at \$147,257.00.

"Illumination installation on N. Shaver Street-Morrison Bridge Interchange Unit, East Bank Freeway Section on Pacific Highway in Multnomah County. Federal-Aid Interstate Project No. I-5-6(44)302. Eight bids were received. The Commission awarded the contract to the low bidder, McIntyre Electric, Portland, at \$82,323.00.

"Paving on Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Cascade Construction Company, Portland, at \$55,045.00.

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"Median barrier on Highlands Interchange-Jefferson Street (Portland) Section of the Sunset Highway in Multnomah County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Vern Hoaglin Construction Company, Inc., Beaverton, at \$42,187.00.

"Grading and paving on Gresham (S. E. Lawrence Street) Section of City Street in Multnomah County. State Project. Two bids were received. The Commission elected to accept the low bid of Oregon Asphaltic Paving Company, Portland, in the sum of \$56,442.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Gresham is received and the sum of \$45,000.00 is deposited by the City.

"Grading and paving on Baskett Slough-Rickreall Section of the Pacific Highway West in Polk County. State Project. One bid was received. The Commission awarded the contract to the only bidder, Salem Road and Driveway Company, Salem, at \$95,856.50.

"Grading and paving the Hermiston (W. Jennie Avenue) Section of City Street in Umatilla County. State Project. Two bids were received. The Commission elected to accept the low bid of Percy E. Jellum Contractor, Inc., Pendleton, in the sum of \$23,245.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Hermiston is received and the sum of \$7,580.00 is deposited by the City.

"W. The Dalles U.P.R. R. Overcrossing and Brewery Grade Undercrossing, The Dalles Section, Columbia River Highway at The Dalles in Wasco County. Federal-Aid Interstate Project No. I-80N-3(34)81. Five bids were received. The Commission awarded the contract to the low bidder, Pacific Concrete Company and Otis P. Jordan, Jr., Portland, at \$323,333.00.

"Grading and structure on Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties. Federal-Aid Interstate Highway Project No. I-80N-3(22)95. Nine bids were received. The Commission awarded the contract to the low bidder, Gibbons and Reed Company, Portland, at \$5,896,356.00.

"Grading and paving on Tualatin Valley Highway-Farmington Road Section of FAS 630 in Washington County. FAP No. S-508(1). Three bids were received. The Commission elected to accept the low bid of Gary Baker, Contractor, Hillsboro, in the sum of \$76,540.75 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Washington County is received and the sum of \$20,000.00 is deposited by the County.

"Paving on Nehalem River-Sunset Tunnel Section of the Sunset Highway in Washington County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Morse Bros., Lebanon, at \$69,134.00.

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"Clarno-Fossil Rock Production Project on the Shaniko-Fossil Highway in Wheeler County. State Project. One bid was received. The Commission awarded the contract to that bidder, E. H. Itschner Company, Molalla, at \$27,500.00.

"Spray Bridge over John Day River on Spray-Waterman Highway in Wheeler County. Federal-Aid Secondary Project No. S-175(5). Five bids were received. The Commission elected to accept the low bid of Schrader Construction Company, Inc., Portland, in the sum of \$131,170.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Wheeler County is received and the sum of \$29,500.00 is deposited by the County.

"Grading and paving on Newberg (Illinois Street) Section of City Street in Yamhill County. State Project. Three bids were received. The Commission elected to accept the low bid of Rowell and Wickersham, McMinnville, in the sum of \$23,320.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Newberg is received and the sum of \$7,890.00 is deposited by the City.

Concerning legislation passed by the 1963 Legislative Session, the Engineer stated that no highway bonds were approved and no other major highway legislation had been adopted, except a modification of motor truck fees which would reduce highway income by about \$1,200,000 annually.

The proposed settlement with Northwest Ice and Cold Storage (L-3935) in Portland on the East Bank Freeway in Multnomah County was brought up by the Chief Counsel. The settlement in the sum of \$25,000, he stated, can be justified as an "out of pocket" expense by this Company. He recalled that this expense had been incurred by the Storage Company as they had been asked to move by the State Highway Department. Following his favorable recommendation, the Commission confirmed the settlement.

The Chief Counsel recommended public sale for not less than \$5,000 of an easement held by the State to remove gravel from a parcel of property owned by Mr. Ralph Cake on the old Bend-Sisters Highway between Bend and Tumalo in Deschutes County. The Commission authorized the sale by adopting "Real Property Resolution No. 392," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer discussed with the Commission an inspection trip of state highways by the Commission and its staff. He suggested a three day trip in the latter part of July over the Pacific Highway and The Dalles-California Highway. Chairman Jackson requested that the Engineer draw up an itinerary for the Commission's consideration.

Concerning public sale of a parcel of property on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County, File R-34725, the Chief Counsel stated that the only bid received was from a Mr. R. J. Tweedy. Mr. Tweedy refuses to deed to the State certain land in

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exchange, as required by the sale, and he recommended that Mr. Tweedy's bid be rejected. The Commission approved his recommendation.

An increase in salary to the State Highway Engineer as approved by the Legislature was discussed. The Commission ordered that such steps as are necessary be taken to make the increase effective July 1, 1963.

The Highway Commission had under discussion a request from the Idaho Power Company that the Highway Commission take over, as a part of the state highway system, a road on the left bank of the Snake River from the Brownlee Dam to Oxbow where it would connect to Highway 86. The Commission instructed the Engineer to investigate this matter, discuss it with the Baker County Court, and report to the Commission at a later date.

Consideration was given to requests, which have been made by several towns, involving the painting of some form of welcome sign on the pavement at city limits somewhat similar to the painting that is done on principal highways at the entrances to the State. After some discussion, the Highway Commission decided that it would not be desirable to allow this on a state-wide basis; therefore, the Commission adopted a policy of painting welcome signs only at State entrances.

Mr. Paul Lansdowne and Mr. Clarence Summers, representing Oregon National, Inc., Eugene, appeared before the Commission concerning development of a sports complex and access to it from the Pacific Highway at Dillard Road Overcrossing about 7 miles south of Eugene. Mr. Lansdowne stated that the sports complex would provide a sports car race track, a drag strip and other facilities which would occupy a 580 acre site. There is a 4,000 foot frontage which will be used for commercial development. Crowds up to 30,000 are expected, and under normal conditions, the complex could operate 10 months a year. The land, he stated, is already acquired, and he estimated an expenditure of about one million dollars in development of the complex. He commented that it is planned to make the sports car circuit available to the State Police for testing equipment. It was his thought that the Dillard Road Overcrossing would not be adequate as there is access now only from the south and that additional direct access and egress provisions would be needed. In response to Commissioner Fridley's inquiry as to cost of the added highway facilities, Mr. Lansdowne stated that he had no reliable figures but it was his opinion that a full cloverleaf interchange would be needed. As a side light to the sports car complex presentation, Chairman Jackson observed that crowds of 5,000 people or more had attended drag strip racing on a mile of old road at Camp White which he had donated for that purpose. Mr. Summers commented that in 1961 the Eugene Chamber of Commerce decided to look for attractions other than conventions. Information they secured, he added, indicated that attendance at racing events exceeds football attendance. Sports writers familiar with race car facilities have stated that plans for the Dillard complex are comparable to a setup in New York which attracts 150,000 per week. He also mentioned that at McMinnville recently 7,200 paid admissions had attended a drag race. A noted European designer has been secured to design the complex and all possible safety features have been included which when completed will make this complex one of the 10 best in the world. The Commission took no action.

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

"Lease" with M. J. and Clage W. Harris covering 0.74 acre of excess land on the Salem-Stout Creek Section of North Santiam Highway, Marion County.

"Quitclaim Deed" to Deschutes County for a 60-foot right of way for an existing road through a portion of Tumalo State Park in Deschutes County.

"Bargain & Sale Deed" to State Board of Forestry for property on the easterly boundary of Kimball State Park.

"Amendment No. 3 To Term Special-Use Permit" covering acquisition from U. S. Forest Service of approximately 104 acres for expansion of overnight camping facilities at Detroit Lake State Park in Marion County.

"Supplemental Agreement" with Southern Pacific Company covering increase in Railroad Company's charges in connection with the crossing of the Southern Pacific Company's Shasta Line near Rogue River by Interstate Route 5.

"Supplemental Agreement" with Union Pacific Railroad Company covering construction of Celilo-Biggs Section of the Columbia River Highway, Wasco and Sherman Counties.

"Agreement" with Union Pacific Railroad Company covering relocation of railroad between Cascade Locks and Viento on Interstate 80N, Hood River County.

"Supplemental Agreement" with Union Pacific Company covering work on Mud Hollow-Thornberry Section of Sherman Highway, Sherman County.

"Supplemental Agreement" with Southern Pacific Company covering the section to be paved on Garibaldi-Bay City Section of Oregon Coast Highway, Tillamook County.

"Bargain & Sale Deed" to Safeway Stores for a parcel of land on the Milton-Washington State Line Section of Oregon-Washington Highway in Umatilla County.

"Bargain & Sale Deed" to Erickson Investment Company for a parcel of land on the Eugene-Goshen Section of Pacific Highway in Lane County.

"Ground Lease" to City of Portland for a parcel of land on the Sunset Interchange-Marquam Bridge Section of Stadium Freeway in City of Portland, Multnomah County.

"Quitclaim Deed" to Richfield Oil Corp. for a parcel of land on the Sauvie Island Bridge-St. Johns Bridge Section of Columbia River Highway, Multnomah County.

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"Lease & Sale of Road Materials Agreement" with W. J. Seufert Land Company covering property on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

"Consent to Annexation" to City of Pendleton of 40 acres west of Airport Junction Road, including therein a portion of Old Oregon Trail Highway in Umatilla County.

"Petition to Annex" by Jack H. Arnold of a 1.21 acre stockpile site (S1120) into Colton Water District.

"Amendment No. 13 to Master Agreement" with Central Lincoln Peoples' Utility District to provide a new point of power delivery to serve a bathhouse and two electric stove shelters in William M. Tugman State Park.

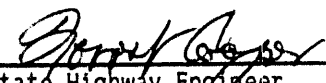
"Supplemental Agreement" with Deschutes County to eliminate the oiling of projects designated as Federal-aid Secondary Highways 904 and 905 (Cont. 6242) thereby reducing the estimated project cost from \$68,515 to \$58,453.

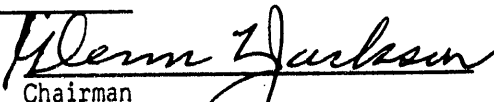
"Supplement" to Contract No. 6242 with Babler Bros., Inc., deleting from this contract the oiling of FAS 904 and 905, which are not eligible for participation of federal funds.

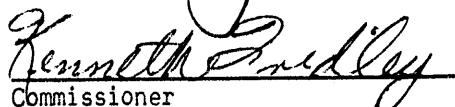
"Petition" from Rogue River Irrigation District to exclude 6.11 acres of land from District, acquired and used as part of right of way of Pacific Highway in Jackson County.

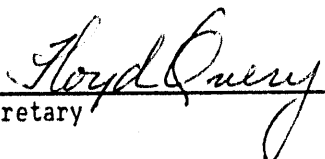
"Agreement" with Santiam Water Control District to undertake State's obligation to reconstruct and maintain in the future a diversion facility in Mill Creek to provide owners with irrigation water disrupted by construction of Salem Bypass Section of Pacific Highway.

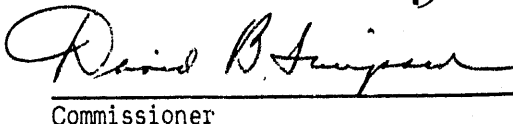
There being no further business to conduct Chairman Jackson declared the meeting adjourned at 11:30 a.m.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

June 10, 1963

Salem, Oregon
July 18, 1963

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Lloyd P. Shaw, 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

Also present were Ralph Sipprell, Liaison Engineer; H. S. Cox, County and City Engineer; David Moehring, Assistant Right of Way Engineer; Carl Plog, Information Officer; and A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads.

Mr. Tom Edwards, Assistant State Highway Engineer, and Mr. George Rohde, Assistant Chief Counsel, were excused from attending the meeting.

The Right of Way Engineer presented for consideration options, pages 1 through 43, secured for acquisition of real property needed for state highway use or for other purposes. He stated that to the best of his knowledge the firm of Norris, Beggs, and Simpson is not involved in any of these acquisitions of properties. However, for the record, at the request of Commissioner Simpson, he added that the State has not consulted with Commissioner Simpson in any way which could be construed as a possible conflict of interest. After carefully considering the individual options as presented, the Commission approved closing the options at the prices mentioned therein by adopting "Right of Way Resolution No. 6", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's Report covering miscellaneous sales and rental receipts since the last Commission meeting was presented by the Right of Way Engineer. Miscellaneous sales totaled \$10,216 and rental receipts were shown as \$14,045.78. The Commission accepted the report.

Two "Indentures of Access" were presented by the Right of Way Engineer covering changes in location or type of access for property owners along state highways. These changes, he said, are needed for the convenience of the property owners and for the safety of the traveling public. The Commission approved the following "Indentures of Access":

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- (1) Hibberd property, File No. 31020, on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, for one change in location of access, 25 feet in width and restricted as to use. (For correction of records to conform to actual construction of original access).
- (2) Hibberd property, File No. 30752, on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, for one change in location of access, 25 feet in width and restricted as to use. (For correction of records to conform to actual construction of original access).

Direct sale of two parcels of property was recommended by the Right of Way Engineer and approved by the Commission as follows:

- (1) 4.31 acres of land, File Nos. S-440 and S-440-B on the Wasco County Line-Madras Section of The Dalles-California Highway in Jefferson County, to Jefferson County, for the sum of \$136.50. Deed will contain a public use clause, and no access will be granted to The Dalles-California Highway.
- (2) 3,000 square feet of land, File No. 12605, Coos Bay Section of the Oregon Coast Highway in Coos County, to the City of Coos Bay for the sum of \$500. City plans to construct a Tourist Information Center on the triangular parcel.

The Commission authorized the public sale of the following parcel of excess real property and thereupon adopted "Real Property Resolution No. 393", which resolution by this reference is made a part hereof and filed in the Secretary's Office:

- (1) 11,690 square feet of land, File Nos. 28297, 28299, 28325 and 28256 on the Russell Street-Curry Street Section of the East Bank Freeway (Pacific Highway) in Multnomah County, for not less than \$30,000. Subject to approval by the Federal Highway Administrator. Also subject to an agreement with the City of Portland on right of way for possible future construction of pedestrian overcrossing. No access to the Pacific Highway and the sale is subject to the standard sign restriction clause.

The Commission considered a "Quitclaim Deed" to Marion County to release any interest of the State Highway Commission in lands outside the regular highway right of way on the Jefferson Highway in the town of Jefferson. The Right of Way Engineer explained that in 1922 Marion County acquired land for a road through Jefferson. Included in the acquisition was the remainder of several residential lots. He stated that when the county road was incorporated into the State Highway system, title to the excess property became clouded with the possibility that the title might be vested in the State Highway Commission. The County has requested this action to clear title. On the recommendation of the Right of Way Engineer, the Commission approved the "Quitclaim Deed"

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Consideration was given to a request from Pacific Power and Light Company for a power line easement across an old quarry site on the Lebanon-Sweet Home Section of the Santiam Highway in Linn County, File No. Q-851. This crossing, the Right of Way Engineer stated, is approximately 14 miles southerly from Lebanon on the South Santiam Highway. As no harm will be done to the State, he recommended the granting of this easement covering approximately .65 acre for a consideration of \$125. The Commission approved the easement.

Attention was given to a "Release of Slope Easement" on the Albany Section of the Albany-Junction City Highway in Linn County, File Nos. 5841 and 5829. The Right of Way Engineer stated that the property has recently been filled to highway grade and the easement is no longer needed. He recommended that it be released without cost to the Shell Oil Company. The Commission approved the "Release of Slope 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 "Condemnation Resolution Nos. 1795 through 1806", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Chief Counsel's letter entitled "Recommendations for Condemnation", for July 18, 1963, in the Secretary's Office).

A tabulation showing results obtained in cases tried in court since the last Commission meeting was presented by the Chief Counsel. He commented that four cases had resulted in awards under the offers, all in Multnomah County. During the last fiscal year verdicts awarded for real properties had averaged approximately 20 percent above the offers made. Concerning those cases which are tried in court, Chairman Jackson inquired as to what income the owners receive while the case is in litigation. The Chief Counsel replied that the amount of the low appraisal is paid into court and is turned over to the owner by the court; also, the owner is paid 6 percent interest per year on the difference between the amount paid in and the amount of the verdict. The Chairman commented that complaints had been received to the effect that the owners were being deprived of payment for their properties. It was his opinion that it would be good public relations to see that as much publicity as possible be given to the manner in which payments to the owners are actually made, and the reasons therefor. He felt that there is probably a good deal of public misunderstanding in this matter in that many people believe that the owner does not receive any payment until after the jury has awarded the verdict. The Commission accepted the Chief Counsel's report, which is summarized as follows:

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REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4014 Richard Lowry, et ux.	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	\$1,550.00	\$12,000.00	\$7,000.00
L-4183 Josephine Olson, et al.	Multnomah	Sunset	Highland Inter-change-Stadium Freeway	6,500.00	8,000.00	6,000.00
L-4198 Helen Phillips, et vir.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	9,000.00	17,875.00	8,500.00
L-4203 Emily S. Jessup, et al.	Multnomah	Sunset	Highland Inter-change-Stadium Freeway	5,700.00	8,000.00	5,600.00
L-4204 Thomas Lekas, et al.	Multnomah	Sunset	Highland Inter-change-Stadium Freeway	6,450.00	10,000.00	6,000.00
L-4208 Ida C. John, et ux.	Multnomah	Sunset	Highland Inter-change-Stadium Freeway	5,500.00	7,400.00	5,975.00
L-4323 Joseph W. Dodd, et al.	Wasco	The Dalles-California	Dufur-Tygh Valley	100.00	1,000.00 plus conveyance of water rights	None

(This taking was to enlarge an existing State quarry in Tygh Valley. However, the contractor on the project selected an alternate site rendering this taking unnecessary).

L-3980 Ralph E. Merritt, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	525.00	None	Voluntary Nonsuit
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(This taking was to acquire additional right of way for slide protection purposes. However, it was found that no taking would be needed in that by riprapping on presently owned property the sliding could be corrected).

(For additional details, see the Chief Counsel's letter, dated July 12, 1963, entitled "Report of Cases Tried", and his letter, dated July 17, 1963, entitled "Supplemental Report of Cases Tried", in the General Files, Salem).

July 18, 1963

A written report was also presented by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting. The settlements as proposed, he said, do not in his opinion constitute substantial increases over amounts offered, or in some instances the amounts of increases are not large enough to warrant taking the cases to court. In some other instances old appraisals were brought up to date, reflecting an increase in values. The Commission approved the settlements, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-2858 Unknown heirs of Jane Reeves, deceased, et al.	Columbia	Columbia River	Globe-St. Helens	\$ 3,196.00	\$ 3,196.00
L-3976 Leona Bowyear, et al.	Polk	Kings Valley	Polk Station-Dallas	100.00	100.00
L-4092 John L. Klein, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	24,800.00	25,500.00
L-4242 Thelma M. Marquis, et al.	Yamhill	Pacific West	North Yamhill-McMinnville	1,950.00	2,000.00
L-4312 Frank Blecha, et al.	Clackamas	Pacific East	Canby-Aurora	1,425.00	1,425.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4111 Herman A. Lindstrom, et al.	Lane	Pacific	Cottage Grove-Divide)	\$ 350.00	\$ 1,700.00
L-4119 Southern Pacific Co., et al.	Lane	Pacific	Cottage Grove-Divide)	(Appraisal revised to \$1,500.00)	
L-4201 Samuel K. Bergman, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	52,500.00	56,250.00

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(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4238 Georgianna Louise Dixon, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	\$75,000.00 plus 10,300.00 fixtures	\$104,800.00
(Appraisal revised to \$100,000.00)					
L-4249 Sylvia Reiter, et al.	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp Spur	500.00	500.00
L-4268 Charles A. Prescott, et ux.	Coos	William N. Tugman	State Park	1,100.00	3,000.00
(Review appraisal made at \$2,700.00)					
L-4255 Knappton Towboat Co., et al.	Multnomah	Pacific	East Bank Freeway	55,350.00	65,000.00
(Appraisal brought up to date at \$61,000.00)					
R-33939 Congregation Nevah Shalom	Multnomah	Stadium Freeway	Fremont Inter-change-Sunset Interchange	486,000.00 includes 36,061.00 fixtures for fixtures	515,000.00 includes fixtures
L-4261 J.P. Clark, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	2,600.00 Parcel No. 2 for 2.1 ac. Parcel No. 1 431 sq. ft.	1,250.00
(Includes release by owner of other claims not included in pending cases)					
L-4277 J.P. Clark, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	50.00	350.00
(Includes release by owner of other claims not included in pending cases)					
L-4079 Mike Kokich, et al.	Washington	Beaverton-Tigard	Sunset Highway-Denny Road	22,900.00	24,150.00
(Owner to retain small house and garage - salvage value \$800 - to be removed from right of way at no cost to State)					

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REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demands of Plaintiff
L-4288 Astoria Oil Co.	T.R. Williams and R.C. Larson dba Astoria Navigation Co., and State Highway Commission	Clatsop	Property Damage	\$ 249.29 plus interest plus attorney fees
(Remarks: Dismissed. The contractor's insurance carrier paid the full amount of the claim, plus costs)				
L-3935 Northwestern Ice & Cold Storage	State of Oregon	Multnomah	Contract Action for Damages	\$107,610.00 plus interest at 6% from 6-22-60
(Settlement: \$25,000.00)				

(For additional details, see the Chief Counsel's letter, dated July 12, 1963, entitled "Report of Cases Settled", and his letter of July 17, 1963, entitled "Supplemental Report of Cases Settled", in the General Files, Salem).

Offers made to property owners for acquisition of real property prior to the institution of condemnation procedures were presented by the Chief Counsel and confirmed by the Commission. He commented that the offers, as listed below, are based upon competent appraisals and have been approved orally by at least one of the Commissioners prior to this meeting.

ARLINGTON-HEPPNER JUNCTION UNIT, ARLINGTON-BOARDMAN JUNCTION SECTION OF THE COLUMBIA RIVER HIGHWAY

R-35466 - George Shane, Jr., et al. Parcel No. 1: 115 acres for right of way purposes; Parcel No. 2: 0.3 acre for right of way purposes. Offer of \$8,600.00 approved by Mr. Fridley June 19, 1963.

R-35467 - Henry W. Krebs, et al. 59.6 acres for right of way purposes. Offer of \$300.00 approved by Mr. Fridley June 19, 1963.

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

R-35387 - William Still, et ux. 100 square feet for right of way purposes. Offer of \$275.00 approved by Mr. Jackson, June 10, 1963.

BANDON OCEAN WAYSIDE

R-19493 - Ola F. Paulson, et al. 3.6 acres for park purposes. Offer of \$16,000.00 approved by Mr. Jackson, June 19, 1963.

R-35154 - K. P. Wallace, et al. 1.5 acres for park purposes. Offer of \$6,750.00 approved by Mr. Jackson, June 26, 1963.

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CASCADE GORGE-FOREST BOUNDARY SECTION OF THE CRATER LAKE HIGHWAY

R-33535 - Norman E. Wilson, et al. 0.3 acre for right of way purposes. Offer of \$150.00 approved by Mr. Jackson, June 12, 1963.

R-33537 - Norman E. Wilson, et al. Parcel No. 1: 0.2 acre for right of way purposes; Parcel No. 2: 0.3 acre for right of way purposes. Offer of \$250.00 approved by Mr. Jackson, June 18, 1963.

DESCHUTES RIVER-REDMOND SECTION OF THE MCKENZIE HIGHWAY

R-31814 - William C. Hays and Della L. Hays. Parcel No. 1: 0.43 acre for right of way purposes; Parcel No. 2: 0.16 acre for permanent easement. Offer of \$2,750.00 approved by Mr. Jackson, July 2, 1963.

FLAT CREEK-FIELDS CREEK SECTION OF THE JOHN DAY HIGHWAY

R-35537 - George E. Barry, et al. Parcel No. 1: 0.08 acre for right of way purposes; Parcel No. 2: 0.15 acre for permanent easement. Offer of \$75.00 approved by Mr. Fridley, June 25, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33648 - William Leveton, et al. 18,710 square feet for right of way purposes. Offer of \$181,650.00 approved by Mr. Simpson, June 18, 1963.

R-33668 - Mary Alice Kletzer, et al. 2,500 square feet for right of way purposes. Offer of \$17,200.00 approved by Mr. Simpson, June 17, 1963.

R-33670 - Selwyn Bingham, et al. 20,000 square feet for right of way purposes. Offer of \$460,000.00 approved by Mr. Simpson, July 2, 1963.

R-33676 - Florine M. Dahlke, et al. 10,000 square feet for right of way purposes. Offer of \$200,000.00 approved by Mr. Simpson, June 19, 1963.

R-33693 - Gibson Bowles, et ux. 5,000 square feet for right of way purposes. Offer of \$21,000.00 approved by Mr. Simpson, July 11, 1963.

R-33697 - Rebecca G. Taylor, et al. 8,392 square feet for right of way purposes. Offer of \$244,500.00 approved by Mr. Simpson, July 2, 1963.

R-33901 - Sarah Hodes, et al. 10,000 square feet for right of way purposes. Offer of \$53,150.00 approved by Mr. Simpson, June 12, 1963.

R-33908 - Stagecraft Properties, et al. 15,000 square feet for right of way purposes. Offer of \$186,500.00 approved by Mr. Simpson, July 12, 1963.

R-33940 - Clayton E. Foster, et al. Parcel No. 1: 4,000 square feet for right of way purposes. Parcel No. 2: 2,000 square feet for right of way purposes; Parcel No. 3: 2,000 square feet for right of way purposes. Offer of \$47,200.00 approved by Mr. Simpson, July 5, 1963.

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

R-33944 - Helene Meinhoff, et al. 5,000 square feet for right of way purposes. Offer of \$15,000.00 approved by Mr. Simpson, June 24, 1963.

R-33979 - Howard Companian and Gladys D. Companian. 3,000 square feet for right of way purposes. Offer of \$6,650.00 approved by Mr. Simpson, July 2, 1963.

R-34696 - Socony Mobil Oil Company, Inc., et al. 10,000 square feet for right of way purposes. Offer of \$34,850.00 approved by Mr. Simpson, July 12, 1963.

HEGAN CREEK-SELMA SECTION OF THE REDWOOD HIGHWAY

R-35047 - Ila E. Craig, et al. 0.2 acre for right of way purposes. Offer of \$2,500.00 approved by Mr. Jackson, July 2, 1963.

KELLOGG CREEK-YELLOW CREEK SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

R-34165 - J. H. England, et al. 15.9 acres for right of way purposes. Offer of \$3,100.00 approved by Mr. Jackson, July 10, 1963.

RIFLE CLUB ROAD-ROCK CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

R-35052 - Wilcox & Erickson, Inc. 6.65 acres for right of way purposes. Offer of \$1,380.00 approved by Mr. Simpson, July 1, 1963.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE UNIT, WALL CREEK-CALIFORNIA STATE LINE SECTION OF THE PACIFIC HIGHWAY

R-35676 - Claude J. Miller. 29.8 acres for material source. Offer of \$1,800.00 approved by Mr. Jackson, July 2, 1963.

SOUTH ASHLAND-WALL CREEK SECTION OF THE PACIFIC HIGHWAY

R-35831 - David E. Curtis, et al. 2.0 acres for public road purposes. Offer of \$1,400.00 approved by Mr. Jackson, June 28, 1963.

SOUTH NEWPORT STATE PARK

R-35803 - Ralph P. Himmelsbach, et ux. 7,500 square feet for park purposes. Offer of \$1,100.00 approved by Mr. Jackson, June 19, 1963.

R-35806 - Pacific Coast Land Co. 5,000 square feet for park purposes. Offer of \$600.00 approved by Mr. Jackson, June 19, 1963.

R-35807 - Pacific Coast Land Co. 5,000 square feet for park purposes. Offer of \$600.00 approved by Mr. Jackson, June 19, 1963.

R-35808 - Pacific Coast Land Co. 5,000 square feet for park purposes. Offer of \$600.00 approved by Mr. Jackson, June 19, 1963.

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SOUTH NEWPORT STATE PARK - CONT.

R-35809 - Pacific Coast Land Co. 5,000 square feet for park purposes. Offer of \$600.00 approved by Mr. Jackson, June 19, 1963.

R-35810 - Pacific Coast Land Co. 5,000 square feet for park purposes. Offer of \$540.00 approved by Mr. Jackson, June 19, 1963.

R-35811 - Pacific Coast Land Co. 12,500 square feet for park purposes. Offer of \$720.00 approved by Mr. Jackson, June 19, 1963.

R-35812 - Pacific Coast Land Co., et al. 10,000 square feet for park purposes. Offer of \$480.00 approved by Mr. Jackson, June 19, 1963.

R-35813 - Pacific Coast Land Co. 10,000 square feet for park purposes. Offer of \$480.00 approved by Mr. Jackson, June 19, 1963.

R-35814 - Pacific Coast Land Co. 5,000 square feet for park purposes. Offer of \$300.00 approved by Mr. Jackson, June 19, 1963.

R-35815 - Pacific Coast Land Co. 5,000 square feet for park purposes. Offer of \$300.00 approved by Mr. Jackson, June 19, 1963.

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

R-35462 - Irwin L. Riley, et ux. 0.124 acre for right of way purposes. Offer of \$800.00 approved by Mr. Simpson, July 12, 1963.

SUTHERLIN-SHADY SECTION OF THE PACIFIC HIGHWAY

R-34140 - Frank A. Smith, et ux. Parcel No. 1: 0.27 acre for right of way purposes; Parcel No. 2: 0.05 acre for permanent easement. Offer of \$450.00 approved by Mr. Jackson, June 12, 1963.

THOMAS STREET-URBAN LIMITS SECTION OF THE OSWEGO HIGHWAY

R-35713 - Lawrence J. Volk, et al. 4,360 square feet for right of way purposes. Offer of \$5,250.00 approved by Mr. Simpson, June 19, 1963.

WEST UNIT, COAST RANGE SUMMIT SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-35376 - Preston W. Lindsey, et ux. 10.2 acres for right of way purposes. Offer of \$2,085.00 approved by Mr. Jackson, July 2, 1963.

R-35377 - Hull Lumber Company, Inc. 8.9 acres for right of way purposes. Offer of \$750.00 approved by Mr. Jackson, July 9, 1963.

R-35381 - Vernon January, et al. 4.2 acres for right of way purposes. Offer of \$3,000.00 approved by Mr. Jackson, June 18, 1963.

R-35607 - Delbert McCaleb, et al. 0.12 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson, July 8, 1963.

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

PUX 403: Application of Union Pacific Railroad Company to construct an industrial spur track at grade across certain streets near the City of Madras in Jefferson County. Supplemental Order No. 39360 changed the crossing number to eliminate an inadvertent duplication of crossing numbers.

PUX 494: Application of Gilliam County to construct a crossing at grade over tracks and right of way of the Union Pacific Railroad Company near Arlington in Gilliam County. The application was denied. This is a county project.

PUX 500: Application of Oregon Trunk Railway to construct a grade crossing of Woodland Boulevard in the City of Bend, Deschutes County. The application was granted. The crossing is to be protected by two reflectorized standard crossbucks with signs attached. This is a City project.

A quarterly report of property damage claims collected from April 1 through June 30, 1963, was presented by the Chief Counsel. \$15,778.15 was collected in this quarter and at the end of the quarter there were 171 claims pending, totaling \$75,876.77. However, one of these claims is in the amount of \$39,774.83. The Commission accepted the report.

Salary adjustments for attorneys in the Legal and Right of Way Section were presented by the Chief Counsel. The proposed amounts, he said, have all been approved by the Attorney General, and he also recommended their approval. The Commission approved salary adjustments as follows:

Section	Name	Ann. Date	Grade	Present Salary	Auto Increase	Merit Increase	1963 Salary
Chief Counsel	Lindas	7-1-63	Sr. Chief Counsel	\$1110	\$1150	\$1195	\$1195
Asst. Counsel	Rohde	7-1-63	Sr. Asst. Counsel	1070	1110	1150	1150
Trial Office	Patterson	9-1-63	Sect. Head	990	1030	9-1-63	1030
	McKinney	7-1-63	Sect. Head	990	1030	1070	1070
Trial	Anderson	7-1-63	Sr. Atty.	880	915	950	950
Trial	Bemis	7-1-63	Sr. Atty.	810	845	880	880
Trial	Hampton	7-1-63	Sr. Atty.	880	915	950	950
Trial	Holland	7-1-63	Sr. Atty.	880	915	950	950
Trial	Sorensen	7-1-63	Sr. Atty.	810	845	880	880
Office	Kuhn	7-1-63	Sr. Atty.	880	915	950	950

(Continued on next page)

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(Salary Adjustments for Attorneys in Legal and Right of Way Section - Cont.)

Section	Name	Ann. Date	Grade	Present Salary	Auto Increase	Merit Increase	1963 Salary
Trial	Barbera	7-1-63	Inter. Atty.	\$ 715	\$ 745	\$ 775	\$ 775
Office	Vidulich	7-1-63	Inter. Atty.	685	715	745	745
Office	Sollis	2-1-63	Inter. Atty.	685	715	2-1-64	715
Office	Hershberger	2-1-63	Inter. Atty.	685	715	2-1-64	715
Office	Johansen	8-19-63	Inter. Atty.	715	745	8-19-63	745
Office	Irvin	7-1-63	Inter. Atty.	600	625	655	655
Office	Riveness	8-21-63	Inter. Atty.	575	600	8-21-63	600

A brief oral report was submitted by the Chief Counsel on the institution of legal proceedings against the State Highway Commission by Gerald Ray Wear. This action, he said, was filed in the Clackamas County Court and seeks payment of \$25,000 plus costs because of an alleged inverse condemnation for property taken and damaged by surface water allegedly directed onto the plaintiff's land during construction of the Alder Creek Section of the Mt. Hood Highway in Clackamas County. Proper action, he stated, is being taken to protect the interests of the State. The Commission accepted the report.

The Commission also considered a claim in the amount of \$350, filed by Mrs. Mae Colkin, for minor personal injuries and damages to her automobile, sustained on June 2, 1963, when a tree fell on her car on the Pacific Highway East near the Pudding River Bridge in Clackamas County. The Chief Counsel commented that investigation of the claim indicated that the State has no liability in the matter and he recommended that the claim be denied. The Commission accepted his recommendation.

Upon the Chief Counsel's request, the Commission authorized him to file action against Mrs. Virginia Joyce Howard to recover damages estimated at \$1,011.35 to a masonry wall on the Pacific Highway East, south of Oregon City in Clackamas County, caused by Mrs. Howard driving her automobile into the wall. (CAO-62-142).

A settlement of a claim against Berry Transport, Inc., for the sum of \$25,000 was recommended by the Chief Counsel. He explained that a few months ago the Berry transport truck hauling gasoline had overturned in the Grover Street Undercrossing of the Pacific Highway in Portland, Multnomah County, and had burned, causing damages to the undercrossing in the amount of \$39,774.83. The surety for the transport company has offered to settle for \$25,000. Circumstances in the case, he said, were personally investigated and it was his recommendation that the settlement be accepted. The Commission accepted the settlement. (CAO-62-136).

The Chief Counsel asked the Commission to confirm dismissal of an appeal to the Supreme Court in the case of State versus A. Clare Bickford on the Fikes Corner-Hood River Section of the Mt. Hood Highway in

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Hood River County. Recent investigation, he said, has disclosed that there is lack of evidence to support a reversible error action. The owner has agreed to waive interest on the judgment in the amount of \$650 as consideration of the dismissal of appeal. The Commission confirmed the dismissal.

The Commission considered a "Grant of Easement" to the Beaver Creek Water Control District for channel improvement at Beaver Creek on the Little Pudding River-Stayton Section of the North Santiam Highway in Marion County. This easement, the Chief Counsel stated, has been carefully investigated, will cause no harm to the state highway, and is needed by the Water Control District. Following his favorable recommendation the Commission approved the easement.

In connection with action by the 1963 Legislature transferring from the Bureau of Labor to the State Highway Commission the administration of regulations relating to advertising along the State Highway System, the Chief Counsel presented a supplemental agreement to Miscellaneous C & A 2392 with the U. S. Bureau of Public Roads, and three resolutions to make effective the operation of this added responsibility. The supplemental agreement provides for revising rules and regulations which were attached to the original agreement. The resolutions provide the necessary directions for administration, regulation and issuance of permits relating to outdoor advertising along public highways. The Commission approved the supplemental agreement and thereupon adopted the following resolutions:

- (1) Rules and regulations for controlling outdoor advertising in areas adjacent to the national system of Interstate and defense highways in Oregon. (See "Miscellaneous Resolution No. 239a").
- (2) General rules and regulations for the "Administration of the Highways Advertising Act", including the holding of administrative hearings. (See "Miscellaneous Resolution No. 239b").
- (3) Resolution authorizing the State Highway Engineer to issue annual licenses to persons who qualify in the business of outdoor advertising, subject to approval by the Commission. (See Miscellaneous Resolution No. 239c").

The Commission considered and upon the favorable recommendation of the Chief Counsel adopted "Throughways and Right of Access Resolution No. 4c" and also rescinded a resolution by the same title, No. 4b, adopted June 29, 1962. The Chief Counsel explained that the revised resolution was made necessary by a ruling made by the U. S. Bureau of Public Roads under PPM 21-4.1. This resolution has to do with allowing unrestricted access to non-Interstate highways upon compliance with certain provisions outlined in the resolution. The resolution by this reference is made a part hereof and is filed in the Secretary's Office in Salem.

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The Chief Counsel reported that Staff Attorney Richard C. Bemis resigned to take other employment. He asked authority to rehire Mr. Leo Nuttman as an Intermediate Staff Attorney at a beginning salary of \$810 per month, effective August 1, 1963. The Commission approved the hiring of Mr. Nuttman who previously worked for the State Highway Legal and Right of Way Division.

The Chief Counsel stated that a contract had been prepared with Allied Chemical Corporation, Barrett Division, allowing them to place for experimental purposes a styrofoam coating on the underside of certain selected bridges. The contract, he stated, is not prepared in compliance with Oregon Law and if the experimental project is approved by the Commission, he asked authority to rewrite the contract and that authority be granted the Secretary to sign it when it is in proper form. The Engineer explained there is some evidence that placing of a styrofoam mat on the underside of bridge decks may reduce the tendency to form ice and frost on these decks. It is not believed that the styrofoam treatment would be effective in colder sections of the country, such as Eastern Oregon, but may be of some value west of the Cascade Mountains. He recommended that the contract be approved for the expenditure of \$5,000. The experiment is to be conducted on structures on the Salem Bypass in Marion County. The Commission approved the project as presented by the Chief Counsel and the Engineer, and authorized the Secretary to sign it in their behalf when the contract is in proper form.

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

- (1) Grading and paving the Hermiston (West Jennie Avenue) Section of city street in Umatilla County. Bids received June 4, 1963. Contract No. 6289 awarded June 11, 1963, to Percy E. Jellum Contractor, Inc., Pendleton, low bidder.
- (2) Grading and paving the Newberg (Illinois Street) Section of city street in Yamhill County. Bids received June 4, 1963. Contract No. 6290 awarded June 11, 1963, to Rowell and Wickersham, McMinnville, low bidder.
- (3) Stone base and oiling on West Unit, Rock Creek-Haines Section of FAS 507, Baker County. Bids received June 4, 1963. Contract No. 6291 awarded June 12, 1963, to Arthur Simonsen & Company, Baker, low bidder.
- (4) Grading, paving, structure and signing on Heppner Junction Interchange and North Unit, Heppner Junction Interchange-Rhea Section of Columbia River Highway and Heppner Highway, Gilliam County. Bids received June 4, 1963. Contract No. 6292 awarded June 14, 1963, to Rogers Construction, Inc., Portland, low bidder.

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- (5) Grading and paving the Gresham (S. E. Lawrence Street) Section of city street, Multnomah County. Bids received June 4, 1963. Contract No. 6293 awarded June 14, 1963, to Oregon Asphaltic Paving Company, Portland, low bidder.
- (6) Grading and paving Tualatin Valley Highway-Farmington Road Section of FAS 630, Washington County. Bids received June 4, 1963. Contract No. 6294 awarded June 17, 1963, to Gary Baker Contractor, Hillsboro, low bidder.
- (7) Construction of Spray Bridge over John Day River on Spray-Waterman Road (FAS 318), Wheeler County. Bids received June 4, 1963. Contract No. 6295 awarded July 2, 1963, to Schrader Construction Company, Inc., Portland, low bidder.
- (8) Grading and paving the Sutherlin (Umpqua Street) Section of city street, Douglas County. Bids received June 4, 1963. Contract No. 6296 awarded July 9, 1963, to Roseburg Paving, Inc., Roseburg, low bidder.

An increase in authorization in the amount of \$83,497.42 on Contract No. 5967 for work on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, was requested by the Engineer. Causes for the overrun were unanticipated slide removal work and an increase in general excavation, because of greater shrinkage than was anticipated. The overrun is approximately 12.1 per cent. The Commission approved the increase in authorization.

The Commission also considered and approved the Engineer's request for an increase of \$8,491 in the authorization for Contract No. 6282 for paving the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County. The Engineer explained that this increase was not due to any overrun of quantities but was a request for the extension of the project westerly approximately 1900 feet to cover a badly needed improvement.

Consideration was given to a request from the South Tillamook Coast Road Committee for a relocation survey in 1963 on the Oregon Coast Highway between Tillamook and Neskowin in Tillamook County through Pacific City and Sand Lake. The old section of highway, the Engineer stated, is in need of improvement but there are also many other sections of state highways in similar condition and funds are not available. He recommended that the survey work be deferred until funds are available for financing the actual construction. The Commission approved his recommendation. In discussing this matter, Chairman Jackson stated that in a conversation with the Tillamook County Judge it had been pointed out to him that approximately \$85,000,000 has been expended or committed in the last few years for improvement of the Oregon Coast Highway. He also stated that the Commission is reviewing the matter of highway needs and it was felt that no commitments should

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be made until the study is finished. He remarked that when surveys are made the public sometimes becomes unduly concerned about location and time of construction. It was felt that surveys should not be undertaken until funds are in sight to start construction.

Attention was given to a resolution presented by "Housewives for Highway 42" for improvement to the Coos Bay-Roseburg Highway (Highway 42) between Coquille and Myrtle Point and improvement of the Powers Secondary Highway. The Engineer presented a map to the Commission showing work that has been done and work to be done on Highway 42 totaling approximately \$9,000,000. Cost of the entire project he estimated at \$17,000,000, minimum. He explained in some detail the status of the projects. It was his opinion that the next project to be done, other than those already committed, should be the Elbow Point Section. Concerning the Powers Secondary Highway, he stated that it carries an average daily traffic of approximately 1,500 vehicles, including a considerable number of logging trucks and trucks hauling jetty rock. He thought the rock hauling would end about January 1, 1964. Heavy hauling was started on this road before it could dry out and consequently it had broken up; however, additional maintenance work has been done and it is now in fair shape. Reconstruction is needed to modernize the road and he recommended that consideration be given when secondary highway allocations are made. No action was taken at this time pending appearance of a delegation later in the day.

The Commission considered a request from the City of Springfield for an annexation to the City of a small area in the northwest quadrant to the "Q" Street-Mohawk Road Interchange in Lane County. The proposed annexation, the Engineer stated, is not objectionable and he recommended that it be approved by the Commission and that authority be granted to the Secretary to sign the necessary papers. The Commission accepted his recommendation.

Requests were considered from Clatsop, Lake, Lane, Lincoln, Malheur and Wallowa Counties for FAS Highway Projects. Also considered were requests from Crook and Umatilla Counties for cancellation of previously approved projects. The Engineer stated that the requests have been investigated and the projects are eligible for construction with FAS Funds. Upon his favorable recommendation, the Commission approved the following FAS County Projects and authorized the Secretary to sign routine construction agreements when they are prepared:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Clatsop	608	Camp Creek Grade & drain, 0.4 mile	\$ 20,000	1964
Lake	407	Dry Creek-California State Line, 4.3 miles. Surface & oil	120,000	164

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County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Lane	228	Cash Creek & Shotgun Creek Bridge and Culvert	\$ 60,000	1964
Lincoln	153	Oceanography Road Grade and pave, 1.1 miles	132,000	1964
Malheur	828	Jordan Valley-Idaho State Line Grade, surface & oil, 1.9 miles	130,000	1964
Wallowa	497	Wallowa River & Hurricane Creek (3) Bridges	60,000	1964

Subtotal, Additional Projects. . . \$522,000

Cancellation of Previously Approved Projects

Crook	831	Howard School-Quants Cabins	\$-127,000
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Umatilla	760	Umatilla Ranch-Meadows Jct.	\$-163,000
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-290,000

ESTIMATED TOTAL \$232,000

SUMMARY BY FISCAL YEARS	1964	1965	Total
Allocated Funds	\$3,746,000	\$3,844,000	\$7,590,000
Approved Projects (Corrected to Date)	2,733,000	--	2,733,000
Unprogrammed Balance	\$1,013,000	\$3,844,000	\$4,857,000
Projects Proposed 7/18/63	232,000	--	232,000
Unprogrammed Balance	\$ 781,000	\$3,844,000	\$4,625,000

A resolution apportioning to the various cities 10 percent of the highway fund received in the first half of 1963 was presented by the Engineer. This resolution, he stated, has been prepared in accord with Oregon Law and he recommended that it be adopted. The Commission thereupon adopted the resolution, "City Allocations of State Gas Tax Funds", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Requests for increases in the number of work days within which to complete highway contracts without assessment of liquidated damages were presented by the Engineer. He explained conditions which prevailed in each

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contract and made his recommendation as to action to be taken. After considering the Engineer's report and other available information the Commission took action on the requests as follows:

- (1) Roy L. Houck Sons' Corporation, Contract No. 5762, for paving and signing on the S. W. Lowell St.-S. W. 11th Ave. Unit of the Harbor Drive-Washington County Line Section on the Pacific Highway in Multnomah County, requested an increase from 180 to 210 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the contractor's request.
- (2) S. W. Groesbeck & W. R. Durbin Construction Company, Contract No. 6194, for grading, paving and structures on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, requested an extension of 9 workdays, from 95 to 104, within which to complete the contract without assessment of liquidated damages. The Commission approved the increase of 9 workdays and noted a letter from the U. S. Bureau of Public Roads concurring in the increase.
- (3) Peter Kiewit Sons' Company, Contract No. 5793, for grading and oiling the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, requested an increase from 240 to 285 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the increase as requested. A letter was presented from the U. S. Bureau of Public Roads concurring in the increase.

Commissioner Fridley urged that all reasonable measures be taken to open for travel the Mudhollow Road-Thornberry Section of US 97 between Wasco and Biggs in Sherman County so that the 1963 wheat crop might be hauled from the farms over the new highway. The Engineer stated that he would check into the matter carefully and consider the possibility of placing an oil mat surface if paving could not be completed.

The Engineer reported that Contract Nos. 5881, 5952, 5973, 5989, 6005, 6042, 6070, 6075, 6079, 6128, 6141, 6158, 6173, 6175, 6176, 6177, 6179, 6188, 6191, 6205, 6207, 6221, 6223, 6237, 6242, 6243, 6245, 6121, and 6222 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, or have been accepted by letter by the Commission since the last Commission meeting. After due consideration the Commission accepted the contracts by adopting Contracts Completed Resolution No. 124, which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to a damage claim filed by Bergman Brothers in the amount of \$255.00, caused by Kuckenberg Construction Company in their construction operations on the Westport-Clatskanie Section of the

Columbia River Highway in Columbia County, Contract No. 5999. This damage, the Engineer stated, occurred in connection with slide correction measures which required the contractor to cross Mr. Bergman's property. The work was accomplished under Force Account and an investigation indicates that the claim is just. The Commission accepted his recommendation that the claim be paid.

The Commission considered a recommendation made by the Engineer to widen the Cox Creek Bridge on the Albany-Junction City Highway (Old Pacific Highway) leading into Albany from the North Albany Interchange in Linn County. The Engineer explained that the old section of highway from the interchange into Albany has not been converted to adequate standards since the freeway was completed. Approximately one-half mile needs to be widened to four lanes, which section includes the Cox Creek Bridge. Cost of widening the bridge he estimated at \$40,000 and recommended that it be done in the 1963 State Construction Program. He also anticipated that he would be able to make a recommendation in the spring of 1964 concerning an additional project for the pavement widening. The Commission approved the bridge project as presented by the Engineer.

The Commission gave attention to an application from Western Greyhound Bus Lines requesting that bus stops be eliminated at six grade crossings on the state highway system. The Engineer stated that an investigation disclosed that these crossings have very minor amounts of train traffic and elimination of the bus stops will not cause undue hazards. He also commented that under Oregon Law the Commission must take action to eliminate the bus stop requirements. The Commission accepted his recommendation that the bus stop requirements be eliminated and thereupon adopted "Miscellaneous Resolution No. 240" showing details on location of the bus stops, which resolution by this reference is made a part hereof and filed in the Secretary's Office. In discussing this matter, Commissioner Simpson inquired as to liability of the Commission in the event that a bus might collide with a train at one of these crossings. The Chief Counsel replied that the Highway Commission would not be liable.

Installation of a traffic signal at the intersection of Riverside Avenue (Rogue Valley Highway) and Barnett Road in the westerly part of Medford was presented by the Engineer. The City of Medford, he said, is constructing an extension of Barnett Road from Riverside Avenue to the westerly part of the city. Easterly from the Rogue Valley Highway, Barnett Road forms a connection to the Pacific Freeway. Because of these changes a traffic signal is required and he recommended that it be installed at an estimated cost of \$16,000, with the understanding that the City of Medford is to pay one-half the cost of installation and provide all future maintenance and power needs. The Commission approved the installation and authorized the Secretary to sign a construction agreement in their behalf.

An annual billing from the Highway Research Correlation Service was presented by the Engineer in the amount of \$5,476. He explained that this service is supported by all states through engineers' visits to each of the highway departments and also through contacts with other research organizations so as to keep abreast of highway research and to furnish such information to the member departments. This service has been of considerable

value to the State and he recommended that the billing be paid from Highway Planning Survey Funds covering a period from July 1, 1963, to June 30, 1964. The Commission approved payment of the billing.

The Engineer presented for the Commission's consideration a proposed survey covering reconstruction of the Roberts Mt.-Myrtle Creek Section of the Pacific Highway in Douglas County. An opportunity was offered for a public hearing but none was requested. The survey is to bring this section of highway to a four-lane Interstate standard at an estimated cost of \$5,500,000. The Commission approved the survey and thereupon adopted "Survey Resolution No. 273", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer presented to the Commission a number of resolutions, some rescinding speed zones previously placed, and some establishing new speed zones. He explained that in the speed zone study underway it has been found that roadside culture, amount of traffic, and character of highways have changed since earlier speed zones were established. To bring the speed zones in line with existing conditions, it was his opinion that changes should be made to fit these conditions. Based upon his favorable recommendation, the Commission thereupon adopted "Speed Zone Resolution Nos. 396, 311a, 397, 398, 399, 400, 401, 402, 403, 404, and 405", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Rescind 50 mile-per-hour "Speed Zone Resolution No. 167", dated September 23, 1954. Establish a 40 mile-per-hour speed zone on the Pacific Highway West in Washington County, between the south city limits of Tigard and a point 400 feet north of S. W. Watkins Avenue; 45 miles per hour between a point 400 feet north of S. W. Watkins Avenue and a point 50 feet south of Gaarde Street; 40 miles per hour between a point 0.15 mile north of Six Corners Intersection and a point 0.15 mile south of Six Corners Intersection, except that between a point 200 feet north of Frewing Avenue and a point 450 feet south of Garrett Avenue the designated speed shall be 20 miles per hour during the hours of school crossings. (See "Speed Zone Resolution No. 396").
- (2) Rescind 40 mile-per-hour "Speed Zone Resolution No. 311", adopted September 24, 1959, on the John Day Highway, north of Vale in Malheur County. (See "Speed Zone Resolution No. 311a").
- (3) Rescind 35 mile-per-hour "Speed Zone Resolution No. 327", adopted August 18, 1960, in the community of Unity on the John Day Highway in Baker County. Establish a 45 mile-per-hour speed zone on the John Day Highway between a point 0.17 mile north of the road to the Elk Creek Guard Station and a point 0.10 mile east of the road to Job

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Creek, except that between a point 0.10 mile west of the road to Job Creek and a point 150 feet east of the road to Job Creek the designated speed shall be 20 miles per hour during the hours of school crossings. (See "Speed Zone Resolution No. 397").

- (4) Rescind 35 mile-per-hour "Speed Zone Resolution No. 177", adopted January 1, 1955, on the Oregon Coast Highway, just south of Astoria in Clatsop County. Establish a 45 mile-per-hour speed zone on the Oregon Coast Highway between the south city limits of Astoria and the westerly end of the Lewis and Clark River Bridge. (See "Speed Zone Resolution No. 398").
- (5) Rescind 45 mile-per-hour "Speed Zone Resolution No. 323", adopted August 18, 1960, in the community of Ironside on the John Day Highway in Malheur County. Establish a 50-mile-per-hour speed zone on the John Day Highway between a point 200 feet east of South Willow Creek Road and a point 0.16 mile east of South Fork of Willow Creek. (See "Speed Zone Resolution No. 399").
- (6) Establish a 35 mile-per-hour speed zone on the Nehalem Highway in the community of Jewell in Clatsop County, between a point 200 feet west of Beneke Road and a point 0.15 mile east of the Fishhawk Falls Highway. (See "Speed Zone Resolution No. 400").
- (7) Establish a 35 mile-per-hour speed zone on the Mist-Clatskanie Highway through the community of Mist in Columbia County, between a point 0.21 mile northeast of Nehalem Highway and the Nehalem Highway. (See "Speed Zone Resolution No. 401").
- (8) Establish a 45 mile-per-hour speed zone on the Salem-Dayton Highway between the west city limits of Salem and the Willamina-Salem Highway in Polk County. This is to be effective upon completion of the West Salem Section of the Willamina-Salem Highway, probably in August, 1963. (See "Speed Zone Resolution No. 402").
- (9) Rescind "Speed Zone Resolution No. 350", enacted May 26, 1961, on the Mt. Hood Highway near the City of Sandy in Clackamas County. Establish a 45 mile-per-hour speed zone on the Mt. Hood Highway between the east city limits of Sandy at Langensand Road and the east city limits of Sandy, 0.16 mile east of Langensand Road; 60 miles per hour between the east city limits of Sandy, 0.16 mile east of Langensand Road (M.P. 25.28) and a point 50 feet west of Alder Creek at M.P. 33.13. (See "Speed Zone Resolution No. 403").

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- (10) On the Willamina-Salem Highway (Eastbound) establish a speed zone of 60 miles per hour between the junction with Highway No. 150 and the west city limits of Salem in Polk County. On the Willamina-Salem Highway (Westbound) establish a speed zone of 60 miles per hour between the junction with Highway No. 150 and the west city limits of Salem in Polk County. (See "Speed Zone Resolution No. 404").
- (11) Rescind 45 mile-per-hour "Speed Zone Resolution No. 294", adopted April 16, 1959, on the Oregon Coast Highway through the community of Arch Cape in Clatsop County. Establish a 50 mile-per-hour speed zone in the community of Arch Cape between a point 0.20 mile north of Hemlock Street and a point 0.20 mile north of Maxwell Avenue. (See "Speed Zone Resolution No. 405").

The Commission considered a request made by Mr. E. Charles Emmett, Acting Chief of the Gardiner Post Office, to establish a "No Parking" zone in front of the Post Office at Gardiner in Douglas County so that mail cars could deposit and pick up mail. The Engineer explained that on June 29, 1948, a "No Parking" zone had been established in front of the Post Office, but the Post Office has been moved. He recommended that a "No Parking - Mail Cars Excepted" zone be established on the east side of the Oregon Coast Highway in the community of Gardiner in front of the relocated Post Office. The Commission approved his recommendation and thereupon adopted "No Parking Resolution No. 30a", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to a "Cancellation Agreement" with K. P. Hussey, owner of the Alpine Lodge on Highway 99, about one mile south of Canyonville in Douglas County. In 1952, the Engineer stated, Mr. Hussey was granted a permit for a standard highway luminaire at each of his two driveways. The terms of the permit provided, among other things, that the luminaires were to remain under title to the State Highway Department until removed. Mr. Hussey has now arranged to sell the luminaires to the Pacific Power and Light Company. The Engineer recommended cancellation of the old permit, "Miscellaneous C and A 1388", and the issuance of a standard permit to Pacific Power and Light Company to maintain the luminaires. The Commission accepted his recommendation and authorized the Secretary to sign the "Cancellation Agreement".

A traffic illumination agreement with the City of Portland for construction, maintenance and operation of illumination facilities on the North Shaver Street-Morrison Bridge Section of the East Bank Freeway (Pacific Highway) in Portland, Multnomah County, was presented by the Engineer. Under the terms of the agreement, the Engineer stated, the State is to construct and maintain the illumination facilities. The City is to pay for all electrical energy used. He also commented that bids for installation of the illumination had been received and the contract awarded to McIntyre Electric in the amount of \$82,323. The agreement has been approved by the City of Portland and he recommended that it be approved by the Commission. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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Resolutions covering abandonment of old sections of state highways which have been replaced by newly constructed sections were presented by the Engineer. The resolutions, he added, have all been preceded by agreements with the various counties concerning jurisdiction of the old sections. The new sections of highway have been completed and are now open to public travel. Upon his favorable recommendation the Commission approved the following "Abandonment and Retention Resolution Nos. 395", "408", and "240", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Kellogg Bridge Section of Elkton-Sutherlin Highway No. 231 in Douglas County. The resolution provides that approximately 750 feet of the old highway be turned over to Douglas County and about 2,500 feet to the abutting property owners. (See "Abandonment and Retention Resolution No. 395").
- (2) Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County. The resolution provides for abandonment of a section approximately 500 feet in length to the abutting property owners, the section being one mile north of the Coos-Curry County Line. (See "Abandonment and Retention Resolution No. 408").
- (3) Salisbury-Baker Section of the Baker-Unity Highway in Baker County. This resolution provides that two sections are to be maintained by Baker County as county roads, five sections to be under the jurisdiction of Baker County for retention or disposal, and one section to be transferred to Baker County and be turned over to the City of Baker for maintenance as a city street. (See "Abandonment and Retention Resolution No. 240").

An agreement with the Beaver Creek Water Control District covering a flood control project involving crossings of the Aumsville-Mehama and the North Santiam Highways in Marion County was presented by the Engineer. The District has requested that two highway structures be modified at the District's expense to permit construction of the flood control project. The work is to be done by State forces at an estimated cost of \$4,400, for which the District has agreed to pay on a labor-and-materials type bill. Because of urgency in getting the project started, the Engineer stated that telephonic approval was given by Chairman Jackson on June 25, 1963, and the Secretary was authorized to sign the agreement in behalf of the Commission. The Commission confirmed the prior approval given by Chairman Jackson.

Consideration was also given to an agreement with the Service Bureau Corporation covering computing service for the analysis of data compiled in the Salem Area Transportation Study. The Engineer stated that the area study has progressed to a point where it is necessary to contract for computing services. The I. B. M. Corporation has a well equipped computing center in San Jose, California, and he recommended that a contract be executed with them on a negotiable hourly basis at a total cost between \$12,000 and \$18,000, which can be programmed out of Highway Planning Survey Funds. The Commission accepted the recommendation and authorized the Secretary to sign the agreement in their behalf.

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A supplemental agreement with Union Pacific Railroad Company concerning improvements on the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County was presented by the Engineer. Because of difficulties in arriving at an agreement with the U. S. Bureau of Reclamation, the project has been delayed to the point where the agreement with Union Pacific has expired. The Commission approved his recommendation that the supplemental agreement be approved, thus extending the Union Pacific agreement for a period of four years.

The Commission approved the minutes of the meeting held in Salem on June 10, 1963.

The next regular Highway Commission Meeting was confirmed for August 29, 1963, in the State Highway Building in Salem. A tentative date for the following meeting was set for October 10, 1963.

The Commission considered an agreement with the Pacific Power and Light Company concerning moving the Company's facilities on the South Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County. The facilities covered under the agreement, the Engineer said, are on the Power Company's right of way. The State's share of the work is estimated to cost \$3,700, which is eligible for Federal-aid reimbursement, and he recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A supplemental throughway agreement with the City of Portland was presented for consideration, covering closure of S. W. Hood Avenue and the installation of traffic signals at the intersection of S. W. Meade Street and S. W. Kelly Avenue on the Harbor Drive-S. W. 14th Street Unit of the Pacific Highway in Portland, Multnomah County. The original agreement, the Engineer stated, was entered into September 9, 1957, and has been supplemented several times since then. The present supplement is needed to permit legal closure of S. W. Hood Street. The supplement also provides that if the State feels that installation of traffic control devices is necessary at the intersection of S. W. Meade Street and S. W. Kelly Avenue the State shall assume, at its cost, responsibility for installation of such devices. The City is required to maintain traffic control devices at this location and pay for all electrical energy used. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the City of Pendleton was discussed, providing for installation of illumination on the structure which carries the Old Oregon Trail Highway over the Union Pacific Railroad in Pendleton, Umatilla County. Under the terms of the agreement the State is to replace an obsolete illumination system at an estimated cost of \$6,000. The City is obligated to maintain the units and pay for all electrical energy consumed. Based upon the Engineer's favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with the City of Portland concerning installation of traffic signals at the intersection of the Columbia River Highway with the southerly approach to St. Johns

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Bridge and N. W. 107th Avenue in Portland, Multnomah County. The agreement provides that the State is to pay one-half the cost of installation at the intersection with the St. Johns Bridge south approach, excluding cost of a traffic signal controller and cabinet to be furnished by the City. The State is to pay all the cost of installation at the intersection with N. E. 107th Avenue. The Engineer estimated the total cost of the project at \$11,000 of which the State is to pay approximately \$6,500 and the City of Portland \$4,500. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the U. S. Department of Interior, Geological Survey, for continuation of a study of runoff from small streams in the State was brought up by the Engineer. The Engineer commented that this work has been underway for several years and the information provided has been valuable to the State in determining the size of culverts and bridges to be installed in new construction. The agreement provides for the expenditure of \$22,000 of Highway Planning Survey Funds and he recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Chairman Jackson presented pins denoting forty years of service with the State Highway Department to the following people: Forrest Cooper, John W. Nash, Joseph T. Skelton, Walker E. Schwering and Clyde C. Gillmor. He expressed the Commission's appreciation and gratitude for their long period of service and extended to them the Commission's best wishes for their good health and long life. (Mr. I. A. DeFrance was not able to be present).

The Engineer presented to the Commission a summary of the bids received on July 16, 1963, for highway construction. For each project he mentioned the number of bids received, the name of the low bidder and the amount, the estimate of cost and his recommendation as to award, referral or rejection of the bid. At 10:20 A.M. the Commission awarded contracts as follows and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON JULY 16, 1963

"Hereford Rock Production Project on the Baker-Unity and John Day Highways in Baker County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Arthur Simonsen and Company, Baker, at \$33,300.00.

"Rock Production on the Durkee-Malheur County Line Section of the Old Oregon Trail Highway in Baker County. State Project. This project was withdrawn from the letting.

"Mary's River (Brown) Bridge, Bellfountain County Road in Benton County. Federal-aid Project No. S-477(3). Six bids were received. The Commission elected to accept the low bid of George E. Berry, Beaverton, in the sum of \$31,524.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of \$7,100.00 is deposited by the County.

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"Oiling on Starr Creek-Fiechter Creek Section of FAS 830 in Benton County. FAP No. S-477(2). One bid was received. The Commission elected to accept the bid of Bay Pavers, Inc., North Bend, in the sum of \$18,587.90 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of \$4,300.00 is deposited by the County.

"Building demolition on Astoria Approach, Interstate Bridge Section of Columbia River Highway in Clatsop County. FAP No. F-115(18). Three bids were received. The Commission awarded the contract to the low bidder, D. A. LaVelle Construction Company, Portland, at \$7,142.00.

"Grading and paving on West Unit, Arlington-Heppner Junction Interchange Section of Columbia River Highway in Gilliam County. Federal-aid Interstate Highway Project No. I-80N-4(12)137. Nine bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$596,985.40.

"Mt. Vernon Rock Production Project on John Day and Beech Creek Highways in Grant County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, E. H. Itschner Company, Molalla, at \$31,200.00.

"Klamath Falls Traffic Signal Revision on Routes US 97 and ORE 66 at 13 street intersections through the business district of Klamath Falls in Klamath County. City-State Project. Three bids were received. The Commission elected to accept the low bid of Hahn Electric Company, Klamath Falls, in the sum of \$23,603.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Klamath Falls is received and the sum of \$13,300.00 is deposited by the City.

"Structure, grading and stone base on Belt Line Road, S.P.R.R. Overcrossing Section of Belt Line County Road in Lane County. Federal-aid Project No. S-441(2). Nine bids were received. The Commission elected to accept the low bid of Hamilton and Thoms, Inc., Eugene, in the sum of \$322,680.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of \$77,800.00 is deposited by the County.

"Maxwell Road Overcrossing Section on Maxwell County Road in Lane County. County Project. Eight bids were received. The Commission referred all bids to Lane County.

"Signing installation on Ferry Street Interchange Section of Eugene-Springfield Highway in Lane County. Federal-aid Interstate Highway Project No. I-105-4(109)196. Three bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$24,456.75.

"Grading and stone base on intermittent sections over 34.46 miles on Toledo-Wren Section of Corvallis-Newport Highway in Lincoln and Benton Counties. State Project. No bids were received for this project.

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"Basque Station-McDermitt Section Rock Production Project on the I.O.N. Highway in Malheur County. State Project. Two bids were received. The Commission awarded the contract to N. A. Toole Construction Company, Ontario, at \$44,175.00.

"Little Pudding River Timber Trestle Bridge on Brooks-Labish Road in Marion County. Federal-aid Project No. S-501(1). This project was withdrawn from the letting.

"Grading and storm sewer on Marine Drive-N. E. Shaver Street Section of FAS 654 (N.E. 122nd Avenue), in Multnomah County. FAP No. S-255(6). Five bids were received. The Commission elected to accept the low bid of C. J. Montag and Sons, Portland, in the sum of \$130,849.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of \$28,500.00 is deposited by the County.

"Stone base on Little Luckiamute River-Old Highway Section of FAS 751 in Polk County. FAP No. S-510(1). Two bids were received. The Commission elected to accept the low bid of Salem Road and Driveway Company, Salem, in the sum of \$62,734.00 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 \$14,100.00 is deposited by the County.

"Grading and oiling on Nye Junction-Webb Slough Section of Pendleton-John Day Highway in Umatilla County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$283,579.00.

"Weston Rock Production Project on Oregon-Washington, Havana-Helix, Athena-Holdman and Weston-Elgin Highways in Umatilla County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, E. H. Itschner Company, Molalla, at \$30,900.00.

A delegation consisting of the Board of Directors of Highway 99W Alternate Road Association and other interested persons came before the Commission concerning modernization of Oregon Route 47, particularly between Forest Grove and Yamhill. The following persons were present: Homer Waltz, President of 99W Alternate Assn.; Richard Heisler, US99W Assn.; Dale McCulloch, Farmer; Kenneth B. Conroy, Conroy Chevrolet; Hugh McGilvra, "News Times"; John S. Van Doren, Van Doren Ready Mix Concrete; Wayne Vandyke, First National Bank of Oregon; Richard Hendricks, City Councilman; Daniel O. Potter, City Manager; Arthur Ireland, State Senator; George W. Burlingham, E. F. Burlingham & Sons; Arnold Franks, Manager of Chamber of Commerce; all from Forest Grove. Eleanor Mitchell, "News Register"; George Zimmerman, US99W Assn.; John Kayser, US99W Assn.; all from Yamhill. Clifford Elliott, Board of Directors of 99W Alternate Assn.; C. N. Teegarden, Yamhill County Court; Jack Beu, School District - Teacher; Neil Macaulay, Director of Assn.; N. A. Cramer, Member of 99W Assn.; John Voll, Member of US99W Alternate Assn.; all from McMinnville. Clayton Nyberg, Washington County Commissioner, Hillsboro. D. Murray Mason,

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Manager, Chamber of Commerce; George Campbell, US99W Alternate Assn.; Clark Lewis, Mayor; all from Longview, Washington. Dr. T. M. Hobart, Mayor; Jim Davies, Chevrolet dealer - Chamber of Commerce; Guy I. Thomas, Chamber of Commerce; Bill Horn, Chamber of Commerce; all from Vernonia. Albert R. McCall, Newspaper Publisher; W. E. Janvrin, Chamber of Commerce; both from Rainier. Mr. Homer Waltz, President of Highway 99W Alternate Association, commented on the need for construction of the alternate route between McMinnville and Rainier. He requested, particularly, that the Commission program and acquire right of way for reconstruction of Highway 47 between Forest Grove and Yamhill. Mr. Clifford Elliott recalled that he had appeared with the delegation in 1955 concerning improvement of this highway but no work had been done. The idea of an alternate, he stated, is not new and was first proposed in the early 1920's. He presented a letter from Mrs. Barbara A. Wilcox, Chairman of the Washington County Board of County Commissioners, and also a letter from the Columbia County Court urging improvement of the highway. Mr. Clayton Nyberg also urged the Commission to program construction between Forest Grove and Yamhill. Construction of the Scoggins Creek Dam, he stated, is moving rapidly and when it is completed it will serve as a tourist attraction, increasing the traffic on this road. He also commented that this is the fourth time that he had appeared with the delegation concerning improvement of this highway. Mr. Clark Lewis, Mayor of Longview, Washington, stated that those in Washington are anxious to see the alternate highway constructed to a connection with the Longview bridge. Mr. Daniel O. Potter presented a resolution adopted by the City of Forest Grove recommending the immediate improvement of Highway 47 between Gaston and Forest Grove. The existing road, he added, is crooked and narrow and has not been materially improved in a great many years. State Senator Arthur Ireland emphasized the reasons for improvement as mentioned by previous speakers, particularly mentioning construction of the Scoggins Dam. It was his thought that traffic would nearly double when the dam is completed. Mr. Lewis called attention to the economic needs of the country and improvement of the highway, he felt, would be of great value to the adjoining area. Chairman Jackson stated that the Commission appreciates that the highway does need improvement but they are faced with lack of funds. Increased traffic and shifts in population, he stated, have forced the Commission to make a new study of highway needs. Completion of the study is anticipated the latter part of this year and the delegation's requests will be considered when the study has been completed. However, the Commission cannot at this time make any commitments as to possible or probable improvement.

Mr. J. J. Geaney, Chairman of the Coos County Board of County Commissioners; Mr. Charles W. Mahaffy, Coos County Commissioner; and Mr. C. S. Osika, representing the Coquille City Council & Chamber of Commerce, all from Coquille, came before the Commission requesting improvement of the Powers Secondary Highway between Lost Creek and Powers, and improvement of Highway 42 (Coos Bay-Roseburg Highway) between Coquille and Myrtle Point. Mr. Geaney introduced the other members of the delegation and presented letters from the following: The Coos County Court; Clarence Barton, Speaker of the House of Representatives; Coos County Log Truckers Association, Inc.; Sherwood Forest Products, Inc.; J. R. Philbrick, Forest Supervisor for the U. S. Forest Service; The Coquille Chamber of Commerce; and a resolution from the "Housewives for Highway 42", all concerning improvement to the Powers

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Secondary Highway and the Coos Bay-Roseburg Highway (Highway 42). Mr. Geaney read from some of the letters mentioning the large amount of logs hauled over the Powers Secondary Highway and the great amount of gas tax funds that such hauling generates. Jetty construction, he stated, also accounts for a large amount of haul over the Powers Secondary Highway as rock from that area is being hauled to the jetty. He mentioned also the large amount of blowdown timber which must be hauled out over the Powers Secondary Highway. He urged the Commission to modernize the Powers Secondary Highway and emphasized the great amount of timber which will be hauled out over this road. He invited the Commission to look over the highways in this area if they can find the time to do so. Chairman Jackson stated that the Commission would like to be able to improve the highways mentioned but cannot do so now because of lack of funds. The Commission, he added, will not forget their requests and will try to find some answers.

A delegation representing the Hood River County Chamber of Commerce came before the Commission to request additional highway construction on the Mt. Hood Highway. The following people were present, all from Hood River: P. F. Bucklin, Chamber of Commerce - Highway 35 Committee; Don Emry, Highway 35 Committee; Kenneth W. Kirby, Highway 35 Committee; Rich Steeves, Highway 35 Committee; George Bartch, Secretary of Chamber of Commerce; Sterling Hanel, Chamber of Commerce; and L. Levens, Chamber of Commerce. Mr. George Bartch, Secretary of the Hood River Chamber of Commerce, introduced Mr. P. F. Bucklin of the Chamber of Commerce Highway 35 Committee. Mr. Bucklin pointed out that about half of the Hood River area payroll is provided by the timber industry and about half by the fruit industry. To keep the Hood River mills busy beyond the next three or four years it will be necessary to provide access to new stands of timber. The only available timber in any quantity must come in over the Mt. Hood Highway and he urged the Commission to schedule early construction from the end of the present improved section to White River. Mr. Emry called attention to the fact that the existing mills' operating capacity is about double the allowable cut in the area which now furnishes timber. He asked that projects be contracted on both ends of the recently improved section so that the new projects could be completed by 1966. Mr. Bartch stated that only 11 miles of new construction is needed and he asked that it be done at an early date so that the mills will not have to shut down. He also mentioned that an improved highway would attract more tourists into the ski area. The Engineer stated that two construction projects are now underway utilizing federal aid, forest funds and state funds. He suggested that consideration be given to additional projects when the next Forest Service Highway Program is formulated. It was also his opinion that construction projects should be contiguous. Chairman Jackson told the group the Commission would give their requests very careful consideration.

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

"Indenture of Access" to the Carrie Jo Hibberd and Mary Jane Hibberd property on the Rhinehart-Elgin Section of Wallowa Lake Highway in Union County.

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

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"Right of Way Easement" to Pacific Power & Light Company to a parcel of land on the Lebanon-Sweet Home Section of the Santiam Highway in Linn County.

"Release of Slope Easement" to Shell Oil Company to a parcel of land on the Albany Section of the Albany-Junction City Highway in Linn County.

"Quitclaim Deed" to Marion County for a parcel of land on the Jefferson Section of the Jefferson Highway in Marion County.

"Supplemental Agreement" with Union Pacific Railroad Company to extend for four years a previously approved agreement, covering improvements on the Hermiston-Hinkle Section of Hermiston Secondary Highway in Umatilla County.

"Agreement" with Pacific Power & Light Company covering moving of the Company's facilities on the South Ashland Interchange-Wall Creek Section of Interstate Route 5 in Jackson County.

"Easement" to Beaver Creek Water Control District for channel improvement of Beaver Creek on Little Pudding River-Stayton Section of North Santiam Highway in Marion County.

"Bargain & Sale Deed" to James F. Reidy and Byron T. Reidy for a parcel of land on the Depoe Bay Section of Oregon Coast Highway in Lincoln County.

"Bargain & Sale Deed" to Garland Lillie and Lydia Lillie for a parcel of land on the Coos Bay-Millington Section of Oregon Coast Highway in Coos County.

"Lease" with the International Paper Company whereby the State will pay Company \$150.00 for a three-year lease on 2.25 acres of land on the Richardson-Walton Section of the Mapleton-Eugene Highway in Lane County.

"Cancellation Agreement" with K. P. Hussey to cancel "Miscellaneous C & A Permit No. 1388" covering installation and maintenance of two luminaires at the Alpine Lodge driveways on US 99, south of Canyonville.

"Agreement" with City of Portland covering construction, maintenance and operation of illumination facilities on North Shaver Street-Morrison Bridge Section of East Bank Freeway in Portland.

"Agreement" with The Service Bureau Corporation covering computing service for the analysis of data compiled in the Salem Area Transportation Study.

"Supplemental Thoroughway Agreement" with City of Portland covering closure of S. W. Hood Avenue and installation of traffic signals at the intersection of S. W. Meade Street and S. W. Kelly Avenue in Portland on Washington County Line-Harbor Drive Section, Harbor Drive-S. W. 14th Street Unit, Pacific Highway.

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"Agreement" with City of Pendleton covering installation of illumination on the structure which carries Old Oregon Trail Highway over Union Pacific Railroad.

"Agreement" with City of Portland covering installation at intersections of Columbia River Highway with the southerly approach to St. Johns Bridge and N. W. 107th Avenue in Portland.

"Agreement" with Department of Interior Geological Survey to provide \$22,000 of Highway Planning Survey Funds for financing a continuation of a study of runoff from small streams in the State.

As there was no additional business to conduct Chairman Jackson declared the meeting adjourned at 11:45 a.m.

Harriet Cooper
State Highway Engineer

William Jackson
Chairman

R. N. Endley
Commissioner

Royd Curry
Secretary

David B. Simpson
Commissioner

July 18, 1963

Salem, Oregon
August 29, 1963

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, 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
Floyd Query, Secretary

Also present were:

Harold Schick, State Parks Superintendent
Dennis Clarke, Director of Travel Information
Ralph B. Sipprell, Liaison Engineer
H. S. Cox, City and County Engineer
C. W. Head, Assistant Secretary

Members of the Travel Information Division had set up lights and movie cameras and took several shots of the transaction of business during the Commission meeting.

The Right of Way Engineer presented for consideration options, pages 1 through 36, secured for acquisition of real property needed for state highway use or for other purposes. He stated that to the best of his knowledge the firm of Norris, Beggs, and Simpson is not involved in any of these acquisitions of properties. At the Right of Way Engineer's request, the Commission approved deletion of options Nos. 35588 and 35589 on page 23 of the list. After carefully considering the individual options as presented, the Commission approved closing the options, except for the two deletions mentioned by the Right of Way Engineer, at the prices given therein, and thereupon adopted "Right of Way Resolution No. 7", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report covering miscellaneous sales and rental receipts since the last Commission meeting was presented by the Right of Way Engineer. Briefly, he reported miscellaneous sales in the amount of \$16,961; land sales \$22,705; timber sales, exclusive of the Silver Falls State Park sales \$1,601; and rentals for June and July \$26,055. The Commission accepted the report.

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Several "Indentures of Access" were presented by the Right of Way Engineer to correct the records to conform to actual construction of road approaches, or for changes in location to provide better service. These changes, he said, are consistent with Highway Department policies and have been approved by the Division Engineer of the Bureau of Public Roads. The Commission approved the following "Indentures of Access":

- (1) Trans-Bay Construction Co., Inc., property, File No. 26916, on the Cape Ferrelo-Brookings Unit of the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County, for correction of the record in location of the access from Engineer's Station 1354+50 to Engineer's Station 1355+20.
- (2) Voth property, File No. 33570, on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County, for correction of the record in location of the access from Engineer's Station 43+80 to Engineer's Station 43+12.
- (3) Like property, File No. 23385, on the Seaside Section of the Oregon Coast Highway in Clatsop County, for change in location of two accesses, unrestricted as to use, 35 feet in width.
- (4) Oden property, File No. 12090, on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Josephine County, for a change in location of one point of access, 25 feet in width, for use of ordinary travel and not to be used for any commercial institution or utility established on the adjoining property.
- (5) Artic Circle, Inc., property, File No. 17336, on the Grants Pass Section of the Redwood Highway in Josephine County, for a change in location of two points of access, 25 feet in width and unrestricted as to use.
- (6) Aspgren property, File No. 21374, on the Tide Creek-St. Helens Section of the Columbia River Highway in Columbia County, for a change in location of one point of access, 25 feet in width, and restricted to provide residential use.
- (7) Hibberd property, File Nos. 34788, 30754 and 30753, on the Rhinehart-Elgin Section of the Wallowa Lake Highway in Union County, for a change in location of 5 points of access, 25 feet in width, for private residential and agricultural products purposes, and one additional access, 25 feet in width and restricted as to use.

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- (8) Crook property, File No. 27549, on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County, for construction of one point of access at Engineer's Station 688+50, 35 feet in width, and unrestricted as to use.
- (9) Fraley property, File No. 34630, on the Tygh Grade Summit-Butler Canyon Section of The Dalles-California Highway in Wasco County, for a change in location of one point of access, 35 feet in width, for loading and unloading cattle.
- (10) Bullat property, File No. 8862, on the 7th Avenue Connection, Eugene Section of the Pacific Highway West in Lane County, for a change in location of one point of access, 25 feet in width, and unrestricted as to use.

Three "Grants of Access" were presented by the Right of Way Engineer who commented that the proposed grants have been approved by the Engineering Division and provide better land service without hampering the safety of the traveling public. The Commission approved the following "Grants of Access":

- (1) Jacobs property, File No. 16636, on the Willow Creek-Boardman Section of the Columbia River Highway in Gilliam and Morrow Counties, for one point of access, 40 feet in width, and unrestricted as to use. Approval of the Bureau of Public Roads has been secured.
- (2) Duckworth property, File No. 26125, on the North Grants Pass Interchange-Savage Street Section of the Pacific Highway in Josephine County, for one point of access, 25 feet in width, and unrestricted as to use.
- (3) General Motors Corporation property, File Nos. 22813 and 22814, on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, for an increase from two to five points of access, 50 feet in width. The Right of Way Engineer asked for approval of these points of access contingent upon completion of General Motors Corporation's purchase of the property and a definite showing of location for the points of access. The proposed accesses, he said, have been approved by the Bureau of Public Roads.

Authorization for public sale of excess property was requested by the Right of Way Engineer. He pointed out that routine channels of investigation have been followed and it has been determined that the properties are not needed for highway purposes. The Commission authorized

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public sale of the following properties and thereupon adopted "Real Property Resolution Nos. 396 and 397", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 31,750 square feet of land, File Nos. 19357, 22709, and 22710, on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County, for not less than the appraised amount of \$2,500. No access is to be allowed to the Pacific Highway, the sale is to be subject to a standard sign restriction clause, and the purchaser is to relocate a portion of the existing right of way fence. This parcel was acquired without Federal participation. (See "Real Property Resolution No. 396").
- (2) One acre, File No. 13995, on the Gunnell Road-Robertson Bridge Section of the Rogue River Loop Highway in Josephine County, for not less than the appraised amount of \$550. No access is to be allowed to the Rogue River Loop Highway but access will be permitted to the Gunnell Road connection. This parcel was acquired without Federal participation.
- (3) 272.21 acres of steep, rocky, grazing land, File No. 25188, on the Linn County Line-Judkins Point Section of the Pacific Highway in Lane County, for a minimum of \$8,700, which is in excess of the appraised value. No access is to be allowed to the Pacific Highway and the sale is subject to a standard sign restriction clause and to a 3-acre easement to Pacific Power and Light Company and a current oil and gas lease. No Federal funds were used in the purchase of this property. (See "Real Property Resolution No. 397").

The Right of Way Engineer also requested approval of direct sales of five parcels of property. Public sale of these parcels, he stated, is not feasible because of the landlocked nature of some, and sale of others to governmental agencies. In each case the property has been carefully appraised and the proposed price reflects the appraised value except in the case of Lincoln County, in which the property was acquired from the County originally without cost. The Commission authorized direct sale of the following parcels of property and thereupon adopted "Real Property Resolution Nos. 394 and 395", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 1.7 acres of landlocked pasture land, File No. 21283, on the Rice Hill-Turkey Hill Section of the Pacific Highway in Douglas County, to James and Freeta Coltrin, adjacent property owners, for the sum of \$170. No access is to be allowed to the Pacific Highway, the sale is subject to a standard

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sign restriction clause, and the purchaser is to relocate the right-of-way fence at his expense.

- (2) 40,000 square feet of land, File No. S.294, on the Corvallis-Newport Highway in Lincoln County, approximately 1.2 miles easterly from Newport, to Lincoln County for the sum of \$1.00. This is an abandoned stockpile site, originally acquired from the County without cost.
- (3) 160,621 square feet of river-bank land, File Nos. 6810, 15052, and 15524, on the Astoria Section of the Columbia River Highway in Clatsop County, to Clatsop County for the sum of \$1,050. The property was originally acquired from the County at a cost of \$1,050 and the deed contained a reversionary clause. (See "Real Property Resolution No. 394").
- (4) 11.9 acres of land, File No. 20526, on the Goshen-Divide Section of the Pacific Highway in Lane County, to the adjoining property owners, Noah and Zelda Cosner, for not less than \$750. This property is a former material source and is to be sold with no access to the Pacific Highway and subject to a standard sign restriction clause. The State is to salvage and reinstall the right-of-way fence. No Federal funds were used in the purchase of this property.
- (5) 29.6 acres of farm land, File Nos. 20495, 20496 and 20497, on the Goshen-Divide Section of the Pacific Highway in Lane County, to the City of Creswell for a public airport and access road, for the sum of \$8,800. No access is to be allowed to the Pacific Highway and a standard sign restriction clause and a public use clause are to be placed in the deed. No Federal funds were used in the purchase of this property. (See "Real Property Resolution No. 395").

The Right of Way Engineer brought up the matter of granting a lease on approximately 27,000 square feet of property in Block 19 on the East Bank Freeway in the city of Portland to Burns Brothers, Inc. for parking purposes. Under the terms of the proposed lease, Burns Brothers is to fence and pave the area at an estimated cost of \$12,000 and pay required taxes, in return for which they are to be given a 10-year lease in which they pay to the State \$95 per month. He recommended that the Commission approve the lease contingent upon approval by the Bureau of Public Roads. Chairman Jackson inquired if the use of the property had been made available to others. The Right of Way Engineer said that it had, but no one else had been interested.

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He also pointed out that the lease contains a six months cancellation clause after a period of five years has elapsed and the improvements become the property of the State upon termination of the lease. Commissioner Simpson inquired if there is any possibility of his realty company providing any conflict of interest in this case. The Chief Counsel replied that to his knowledge he did not think there was, but to avoid any possibility of conflict, suggested that he not take action on this matter. Chairman Jackson requested the Right of Way Engineer and the Chief Counsel to look into the matter and present a report as soon as possible. (Later in the day, Chairman Jackson and Commissioner Fridley approved the lease, upon the addition of a clause whereby the State could revoke the lease if the property is needed for public use. The Commission also authorized the Secretary to sign the lease in their behalf.)

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 "Condemnation Resolution Nos. 1807 through 1824," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Chief Counsel's letter entitled "Recommendations for Condemnation," dated August 29, 1963, in the Secretary's Office.)

A report was presented by the Chief Counsel on cases which have been tried in court since the last Commission meeting. The Commission approved the "Report of Cases Tried" 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-4291 Henry L. Page	Clackamas	Pacific East	Canby-Aurora Station	\$1,225.00	\$5,000.00	\$3,000.00
L-3989 J. C. Peters, et al.	Lane	Eugene-Springfield	First Avenue-Coburg Road	No offer made	None	1,800.00
L-4211 Larry A. Tomlin, et al.	Sherman	Sherman	Wasco-Moro	275.00	None	275.00
L-4279 A.R. Hiatt, et al.	Union	Old Oregon Trail	Oro Dell-La Grande	150.00	7,500.00	150.00

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(For additional details, see the Chief Counsel's letter dated August 28, 1963, entitled "Report of Cases Tried" in the General Files in Salem.)

Concerning proposed appeals of verdicts in the Jones case, File No. L-3859 (R-31169) for property located on the Seven Oaks-Neil Creek Section of Pacific Highway in Jackson County and the Nunes case, File No. L-3670 (R-29315) for property located on Seven Oaks-Neil Creek Section of Pacific Highway in Jackson County, the Chief Counsel stated that the Jones case would probably be heard this fall. In the Nunes case he felt that there was a reversible error and asked authority to appeal the case. The Commission granted the authority. Chairman Jackson inquired if any money had been paid to the property owner in the Nunes case. The Chief Counsel replied that about \$10,000 had been paid.

A report was also presented by the Chief Counsel on condemnation cases which have been settled out of Court since the last Commission meeting. He recommended that the settlements be approved. The Commission approved the "Report of Cases Settled," which is 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-3593 Lola O. Voigt, et vir.	Lincoln	Oregon Coast	Neskowin-Salmon River	\$ 6,200.00	\$10,000.00
(Appraisal Review \$10,100.00)					
L-3759 Howard Martin, et ux.	Clackamas	Cascade State Secondary	S. E. Flavel Street-Lake Road	920.00	920.00 plus 1800 square feet excess property
(This report made for purpose of correcting prior report (June 20, 1962).)					
L-3803 Albert Y. Townsend, et al.	Columbia	Columbia River	Westport-Clatskanie	732.00	1,100.00
(Saves two years interest on any verdict.)					
L-3987 John Dunlap, et ux.	Jackson	Crater Lake	McLeod-Prospect	50.00	300.00
L-4184 James Funtalas, et al.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	1,825.00	1,825.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4216 Lyla A. Elliott, et vir.	Yamhill	Pacific West	North Yamhill River-McMinnville	\$ 100.00	\$ 500.00
(Appraisal revised upwards.)					
L-4219 Robert D. Ocheltree, et ux.	Coos	Coos Bay-Roseburg	Myrtle Point Bridge	350.00	550.00
(March 14, 1963 was approved at \$500. \$550 to include \$50 for fencing.)					
L-4220 Danial J. Silverman, et al.	Multnomah	Columbia River	Sauvies Island Bridge-St. Johns Bridge	400.00	400.00
L-4262 Alley Brothers, et al.	Jackson	Pacific	South Ashland-Wall Creek	5,200.00	9,500.00
(Appraisal revised to \$9365 because access restriction would make it virtually impossible to log merchantable timber on remaining land.)					
L-4302 City of Roseburg, et al	Douglas	Pacific	Sutherlin-Shady	747.00	665.42
L-4304 Karl Engelman	Clackamas	Pacific East	Canby-Aurora Station	3,375.00	3,875.00
L-4322 Delamar M. Rollman, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	7,500.00	8,250.00
L-4344 Helen Wareing, et al.	Deschutes	McKenzie	Deschutes River-Redmond	915.00	1,265.00
(Original appraisal included no allowance for cost of re-establishing irrigation system estimated at \$355.)					
L-4350 H. M. Kirshner, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	25,000.00	26,000.00
L-4360 Edward J. Irwin, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	15,800.00	16,600.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4384 Irwin L. Riley, et ux.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	\$ 800.00	\$ 800.00
L-4386 G. K. Litchfield, et al.	Lincoln	Oregon Coast	Ona Beach State Park	11,350.00	15,000.00
(Owner submitted two independent fee appraisals in amount of \$24,320 and \$23,950. State's Review Appraiser has found that fair market value is \$15,000.)					
L-4287 Thomas G. Vella, et ux.	Jackson	Pacific	Seven Oaks-Neil Creek	125.00	750.00
(Appraisal raised to \$475.)					
L-3890 Harry C. Christner	Lane	Eugene-Springfield	Mohawk Road-McKenzie	5,750.00	9,000.00
(Original appraisal on basis of residential zone. Revised appraisal of \$8,900 made on finding that change of zone to commercial would be probable upon petition of landowner.)					
L-4401 John D. Friswold, et al.	Union	Wallowa Lake	Island City-Janson Road	600.00	800.00

(For additional details, see the Chief Counsel's letter of August 28 entitled "Report of Cases Settled" in the General Files in Salem.)

Confirmation of telephonic approval was requested by the Chief Counsel for offers made to real property owners for the acquisition of properties prior to the institution of condemnation proceedings. The Commission confirmed the offers as follows:

ANLAUF-YONCALLA JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-19471 - Mt. Baldy Lumber Co., et al. Acquisition of access. Offer of \$2,000.00 approved by Mr. Jackson July 24, 1963.

BLUE RIVER-MILL CREEK SECTION OF THE MCKENZIE HIGHWAY

R-35652 - Madge Alexander, et al. 0.02 acre for right of way purposes. Offer of \$60.00 approved by Mr. Jackson August 20, 1963.

R-35660 - Maude E. Luckey, et vir. 0.25 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson July 24, 1963.

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BLUE RIVER-MILL CREEK SECTION OF THE MCKENZIE HIGHWAY - CONT.

R-35670 - Orme Lumber Co. 0.18 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson August 7, 1963.

BONNEVILLE STATION-PATTERSON AVENUE SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-32558 - Edward J. Woods, et al. 0.09 acre for right of way purposes. Offer of \$19,650.00 approved by Mr. Simpson July 26, 1963.

DESCHUTES RIVER-REDMOND SECTION OF THE MCKENZIE HIGHWAY

R-31799 - Paul J. Meyer, et ux. Parcel No. 1: 0.09 acre for right of way purposes; Parcel No. 2: 0.02 acre for permanent easement; Parcel No. 3: 0.06 acre for permanent easement. Offer of \$3,050.00 approved by Mr. Jackson August 21, 1963.

R-31814 - William C. Hays, et al. Parcel No. 1: 0.43 acre for right of way purposes; Parcel No. 2: 0.16 acre for permanent easement. Offer of \$2,750.00 approved by Mr. Jackson July 3, 1963.

ENID STATION ROAD-PRAIRIE ROAD SECTION OF THE PACIFIC HIGHWAY WEST

R-35517 - Walter J. Rust, et al. 1,026 square feet for right of way purposes. Offer of \$200.00 approved by Mr. Jackson July 25, 1963.

FLAT CREEK-FIELDS CREEK SECTION OF THE JOHN DAY HIGHWAY

R-35522 - R. E. Sproul, et ux. Parcel No. 1: 4.2 acres for right of way purposes; Parcel No. 2: 32.4 acres for material source. Offer of \$925.00 approved by Mr. Fridley August 1, 1963.

R-35523 - Dalton Stewart, et al. 0.45 acre for right of way purposes. Offer of \$150.00 approved by Mr. Fridley August 1, 1963.

R-35529 - Harold Herburger, et al. Parcel No. 1: 1.2 acres for right of way purposes; Parcel No. 2: 0.5 acre for temporary easement; Parcel No. 3: 0.04 acre for permanent easement; Parcel No. 4: 0.3 acre for permanent easement; Parcel No. 5: 0.2 acre for permanent easement. Offer of \$530.00 approved by Mr. Fridley August 2, 1963.

R-35530 - Thomas N. Rickman, et ux. Parcel No. 1: 0.02 acre for right of way purposes; Parcel No. 2: 0.3 acre for temporary easement; Parcel No. 3: 0.25 acre for temporary easement. Offer of \$200.00 approved by Mr. Fridley August 1, 1963.

R-35538 - George E. Barry, et ux. Parcel No. 1: 0.08 acre for right of way purposes; Parcel No. 2: 0.15 acre for temporary easement. Offer of \$75.00 approved by Mr. Fridley August 1, 1963.

R-35539 - Eugene Lippert, et ux. Parcel No. 1: 0.04 acre for right of way purposes; Parcel No. 2: 0.07 acre for temporary easement. Offer of \$50.00 approved by Mr. Fridley August 1, 1963.

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FLAT CREEK-FIELDS CREEK SECTION OF THE JOHN DAY HIGHWAY- CONT.

R-35540 - Rufus R. Moore, et ux. Parcel No. 1: 0.16 acre for right of way purposes; Parcel No. 2: 0.1 acre for temporary easement. Offer of \$85.00 approved by Mr. Fridley August 1, 1963.

R-35829 - Earl Shields, et al. Parcel No. 1: 0.12 acre for right of way purposes; Parcel No. 2: 0.3 acre for permanent easement. Offer of \$135.00 approved by Mr. Fridley August 1, 1963.

R-35830 - Kenneth Moore, et ux. Parcel No. 1: 0.01 acre for right of way purposes; Parcel No. 2: 0.16 acre for permanent easement. Offer of \$65.00 approved by Mr. Fridley August 1, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-32358 - Otto Eklund, et al. 70 square feet for right of way purposes. Offer of \$140.00 approved by Mr. Simpson July 26, 1963.

R-33607 - King Broadcasting Company. 17,500 square feet for right of way purposes. Offer of \$610,000.00 approved by Mr. Simpson July 19, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33653 - Mary Corbett Robertson, et al. 26,000 square feet for right of way purposes. Offer of \$650,000.00 approved by Mr. Simpson July 24, 1963.

R-33670 - Selwyn Bingham, et al. 20,000 square feet for right of way purposes. Offer of \$460,000.00 approved by Mr. Simpson July 2, 1963.

R-33693 - Gibson Bowles, et ux. 5,000 square feet for right of way purposes. Offer of \$21,000.00 approved by Mr. Simpson July 11, 1963.

R-33697 - Rebecca G. Taylor, et al. 8,392 square feet for right of way purposes. Offer of \$244,500.00 approved by Mr. Simpson July 2, 1963.

R-33888 - Robert A. Bitar, et al. 10,000 square feet for right of way purposes. Offer of \$76,200.00 approved by Mr. Simpson August 21, 1963.

R-33892 - Bernard Goldhammer, et al. 11,666 square feet for right of way purposes. Offer of \$47,600.00 approved by Mr. Simpson August 12, 1963.

R-33900 - Ninon McBride, et al. 10,000 square feet for right of way purposes. Offer of \$67,720.00 approved by Mr. Simpson August 6, 1963.

R-33908 - Stagecraft Properties, et al. 15,000 square feet for right of way purposes. Offer of \$186,500.00 approved by Mr. Simpson July 12, 1963.

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

R-33940 - Clayton E. Foster, et al. Parcel No. 1: 4,000 square feet for right of way purposes; Parcel No. 2: 2,000 square feet for right of way purposes; Parcel No. 3: 2,000 square feet for right of way purposes. Offer of \$47,200.00 approved by Mr. Simpson July 5, 1963.

R-33943 - Manifold Business and Investment, Inc., et al. 2,000 square feet for right of way purposes. Offer of \$6,000.00 approved by Mr. Simpson August 21, 1963.

R-33951 - Ann H. Rowe, et al. 6,018 square feet for right of way purposes. Offer of \$85,000.00 approved by Mr. Simpson July 24, 1963.

R-33953 - Joseph Raymond Peyralans, et ux. 10,000 square feet for right of way purposes. Offer of \$56,264.00 approved by Mr. Simpson August 22, 1963.

R-33956 - Louis Schnitzer, et al. 2,600 square feet for right of way purposes. Offer of \$10,225.00 approved by Mr. Simpson August 2, 1963.

R-33979 - Howard Companian, et ux. 3,000 square feet for right of way purposes. Offer of \$6,650.00 approved by Mr. Simpson July 2, 1963.

R-34696 - Socony Mobil Oil Company, Inc., et al. 10,000 square feet for right of way purposes. Offer of \$34,850.00 approved by Mr. Simpson July 12, 1963.

R-34744 - Northern Specialty Sales Co., et al. 18,000 square feet for right of way purposes. Offer of \$118,500.00 approved by Mr. Simpson August 15, 1963.

R-34746 - Tom J. Lampros, et al. 40,000 square feet for right of way purposes. Offer of \$184,000.00 approved by Mr. Simpson August 23, 1963.

HEGAN CREEK-SELMA SECTION OF THE REDWOOD HIGHWAY

R-35044 - Thurlow K. Seifert, et al. 7.8 acres for right of way purposes. Offer of \$7,572.00 approved by Mr. Jackson July 26, 1963.

R-35045 - Richard Sneathern, et al. Parcel No. 1: 100 square feet for right of way purposes; Parcel No. 2: 700 square feet excess taking. Offer of \$76.00 approved by Mr. Jackson August 1, 1963.

R-35047 - Ila E. Craig, et al. 0.2 acre for right of way purposes. Offer of \$2,500.00 approved by Mr. Jackson July 2, 1963.

KELLOGG BRIDGE-YELLOW CREEK SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

R-34165 - J. H. England, et al. 15.9 acres for right of way purposes. Offer of \$3,100.00 approved by Mr. Jackson July 10, 1963.

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MAYER STATE PARK

R-35393 - Midco Investors, Inc., et al. 25.0 acres for park purposes. Offer of \$14,500.00 approved by Mr. Fridley August 12, 1963.

MEYERS CANYON-MITCHELL SECTION OF THE SERVICE CREEK-MITCHELL HIGHWAY

R-35771 - Keith Province, et al. 1.5 acres for right of way purposes. Offer of \$925.00 approved by Mr. Fridley August 8, 1963.

RIFLE CLUB ROAD-ROCK CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

R-35052 - Wilcox & Erickson, Inc. 6.65 acres for right of way purposes. Offer of \$1,380.00 approved by Mr. Simpson July 1, 1963.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE UNIT OF THE WALL CREEK-CALIFORNIA STATE LINE SECTION OF THE PACIFIC HIGHWAY

R-35676 - Claude J. Miller. 29.8 acres for material source. Offer of \$1,800.00 approved by Mr. Jackson July 2, 1963.

SOUTH ASHLAND-WALL CREEK SECTION OF THE PACIFIC HIGHWAY

R-34892 - Ivan W. Farmer, et ux. 12.1 acres for right of way purposes. Offer of \$8,700.00 approved by Mr. Jackson August 12, 1963.

R-35831 - David E. Curtis, et al. 2.0 acres for road purposes. Offer of \$1,400.00 approved by Mr. Jackson June 28, 1963.

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

R-32852 - Anna M. Barnes, et al. 0.36 acre for right of way purposes. Offer of \$31,000.00 approved by Mr. Simpson August 20, 1963.

R-35348 - J. W. Stacy, et ux. 0.5 acre for right of way purposes. Offer of \$8,950.00 approved by Mr. Simpson August 20, 1963.

R-35461 - Bevest, Inc., et al. 0.34 acre for right of way purposes. Offer of \$900.00 approved by Mr. Simpson August 20, 1963.

R-35462 - Irwin L. Riley, et ux. 0.124 acre for right of way purposes. Offer of \$800.00 approved by Mr. Simpson July 12, 1963.

SUTHERLIN-SHADY SECTION OF THE PACIFIC HIGHWAY

R-34775 - Richard Theodore Roberts, et al. 1.0 acre for right of way purposes. Offer of \$600.00 approved by Mr. Jackson August 2, 1963.

R-34781 - Sue Allen Cox, et al. Parcel No. 1: 0.51 acre for right of way purposes; Parcel No. 2: 0.45 acre for permanent easement. Offer of \$250.00 approved by Mr. Jackson August 22, 1963.

R-35599 - Carl W. Schmidt, et ux. 3.7 acres for right of way purposes. Offer of \$200.00 approved by Mr. Jackson August 20, 1963.

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WASCO-MORO SECTION OF THE SHERMAN HIGHWAY

R-30439 - Mabel Haven, et al. 6.0 acres for right of way purposes. Offer of \$1,905.00 approved by Mr. Fridley July 24, 1963.

WEST UNIT, COAST RANGE SUMMIT SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-35376 - Preston W. Lindsey, et ux. 10.2 acres for right of way purposes. Offer of \$2,085.00 approved by Mr. Jackson July 2, 1963.

R-35377 - Hull Lumber Company, Inc. 8.9 acres for right of way purposes. Offer of \$750.00 approved by Mr. Jackson July 9, 1963.

R-35607 - Delbert McCaleb, et al. 0.12 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson July 8, 1963.

Orders received from the Public Utility Commissioner regarding highway crossing matters in which the Highway Commission had been a party were presented by the Chief Counsel and are summarized as follows:

PUX 496: Application by the State Highway Commission to construct an overcrossing of the tracks and right of way of the Southern Pacific Company on the "Q" Street Overcrossing Project in the northerly edge of the City of Springfield in Lane County. Order No. 39438 issued July 19, 1963, granted the State's request. This overcrossing is a part of the relocation and reconstruction of the Ferry Street Bridge-Mohawk Road Section of the Eugene-Springfield Highway No. 227. The railroad will not be required to participate in any of the construction costs.

PUX 497: Application of the U. S. Army, Corps of Engineers, to cross under the tracks of the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company) at or near Heppner Junction in Gilliam County. Order No. 39454 dated August 15, 1963, granted the request. These undercrossings are on the Columbia River Highway Interstate 80N and are necessary because of construction of the John Day Lock and Dam project. The order assigns maintenance costs of the overpass abutments to the Highway Commission and maintenance of the piers to the railroad. The Commission accepted the report on PUX 496 and 497.

An annual report of trials conducted by the Legal Staff for the year ending June 30, 1963, was presented by the Chief Counsel. He mentioned briefly that 100 condemnation trials had been prosecuted and the verdicts awarded had been 21% greater than the offers, but 69% less than the demands of the owners. He also mentioned that during this time \$76,815 had been allowed by the Courts for attorney fees. This figure does not include \$15,500 allowed in the Nunes case which is under appeal. The Commission accepted the report.

A brief oral report concerning the institution of legal proceedings against the Highway Commission by Nellie B. Hale was made by the Chief Counsel. This case, he said, was filed March 18, 1963, to foreclose a mortgage involving property condemned for highway purposes and was dismissed June 21, 1963. The Commission accepted the report.

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A revised "Grant of Easement" to the Beaver Creek Water Control District was presented regarding channel improvement of Beaver Creek on the Little Pudding River-Stayton Section of the North Santiam Highway in Marion County. The Chief Counsel explained that at the July 18, 1963 meeting the Commission had signed an easement to the Beaver Creek Water Control District for this purpose, but the District had objected to Paragraph 4 of the easement which provided that the State would never be liable for any operation or maintenance charges levied by the District. Inasmuch as the State's property will be benefited by drainage provided by the Control District which will make the property more valuable, he recommended that the revised easement be approved. The Commission approved the easement.

A Memorandum of Oil, Gas and Sulphur Lease with Standard Oil Company of California was presented by the Chief Counsel. He explained that the Memorandum is provided for simplification purposes in recording the lease which was approved by the Commission January 31, 1963 covering approximately 97 acres of right of way along the Oregon Coast Highway in Douglas County, and 11.4 acres in Bolon Island State Park. Following his favorable recommendation, the Commission approved the "Memorandum Lease".

The Chief Counsel requested authority to readvertise for public sale two parcels of land on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County. He recalled briefly that bids had been received April 23, 1963, but the high bid submitted by R. J. Tweedy had been rejected because of a misunderstanding of the terms of the sale. Because of the nature of the property, it was his feeling that it should not be sold at private sale, but should be readvertised with a minimum consideration of \$2,925. The Commission authorized public sale.

Commissioner Simpson commented at this point that he should not be considered as taking part in any of the Commission decisions pertaining to acquisition or sale of any real property so far in the course of this meeting other than the Tweedy case. He mentioned that he had noted several properties in which his realty company had at one time or another been involved in handling of the property. It was his wish that no action be indicated by him in real property matters in which there might be the slightest cause for conflict of interest.

The Commission considered and, following the favorable recommendation of the Chief Counsel, approved an agreement with Eugene F. Cutlip, John K. Jackson and wife, to rent premises and dispose of fixtures involving property under condemnation on the Astoria Bridge-Approach Section in Clatsop County, File No. L-4299 (R-34475). Cutlip, he said, has made a \$300 deposit. The Commission also authorized the Chief Counsel to sign the agreement.

An agreement with the Bonneville Power Administration was presented setting forth the general principles to be followed in determining responsibilities in crossings of state highways and power lines. The Chief Counsel stated that the reason for the agreement is to define clearly the rights and obligations of the Power Administration and the State Highway Commission when crossing each others rights of way. Based upon his favorable recommendation, the Commission approved the agreement.

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Attention was given to a "Rider" to an agreement with Service Bureau Corporation originally approved July 18, 1963, for electric computer work on the Salem Area Transportation Study. The Chief Counsel stated that the "Rider" provides for testing and debugging programs not originally included and for the use of 7094 Computer for \$650 per hour. Following his favorable recommendation and an explanation by Assistant Engineer Edwards on the debugging process, the Commission approved the "Rider" and authorized the Secretary to sign it in their behalf.

Renewal of an agreement with Champ Bond for snow removal on the Haines-Anthony Secondary Highway No. 411 leading into the Anthony Lakes ski resort in Baker County was presented by the Chief Counsel. He commented that terms of the agreement are the same as were in effect last year and which had worked out very well. The renewal has been approved by the Engineering Division. The Commission approved the agreement renewal and authorized the Secretary to sign it in their behalf.

The matter of selling at public auction the state highway maintenance site in the City of Eugene was discussed. The Chief Counsel stated that a Eugene realty firm has a buyer for the property who is willing to pay \$400,752 provided the property can be zoned for industrial use. The University of Oregon has been contacted regarding acquisition of the property by them, but apparently is not interested and has no objections to the State selling it. The City apparently is willing to change the zone to industrial use. Chairman Jackson inquired if the Highway Commission in making a request for a change in zone might be regarded as exerting influence on the City to make the zone change. He said he did not wish to use the influence of the Commission in such a matter. The Chief Counsel replied that the petition, if made by the Commission, would be the same as the owner of any property has the right to petition. Commissioner Fridley inquired if the change to an industrial zone would be compatible with adjoining property. The Chief Counsel replied that it would. The Engineer commented that the area occupied by the maintenance station is too small for present needs and would not be valuable to a buyer unless the zone could be changed to industrial use. A letter, he said, has been received from the University of Oregon stating that they are not interested and, in line with previous instructions by the Commission, other public agencies have been notified of the Commission's wish to dispose of the property but none have shown any desire to acquire it. Following the favorable recommendation of the Chief Counsel and the Engineer, the Commission authorized sale of the property at public auction for a minimum of \$400,752. The Commission also authorized the Chief Counsel to sign a petition to the City of Eugene to change the zone of the property from "public use" to "light industrial" and that the City be fully advised as to the reason for the petition.

The Commission considered the acquisition of approximately 20 acres of land owned by Mrs. Charles Stonefield as an addition to Devil's Elbow State Park on the Oregon Coast Highway in Lane County. This land, the Engineer stated, is desirable in order to have continuous ownership along this section of the coast. The land is a promontory and does not

lend itself to industrial or residential development. He recommended that authority be granted to negotiate for the purchase of this property which he estimated might cost near \$9,500. The Commission granted the authority.

The Engineer reported that the U. S. Coast Guard plans to change the operation of the Heceta Head Lighthouse in Lane County from manual to fully automatic operation and thus will no longer need the area and facilities with the exception of the lighthouse structures. The Coast Guard is willing to give the State of Oregon a revocable lease for the area without cost as an addition to the Devil's Elbow State Park. The State's only obligation, he continued, is to maintain the living quarters which may be used by the park manager. He recommended that the lease covering 12 acres be approved. The Commission approved the lease.

The use of a 10 man prison inmate crew for an additional 12 months for forest cleanup work in the Silver Creek Falls State Park in Marion County as a result of the October 12, 1962 storm was recommended by the Engineer. The trial basis period of 30 days, he said, has been successful above expectations as to the quantity and quality of work and institution authorities are enthusiastic about the beneficial effect to the inmates. Cost of the project, he estimated, at \$1,100 per month. The Commission approved the use of the prison crew for an additional 12 months.

The Commission considered a written request from the Nehalem Bay Expansion Association, Inc., that acquisition of land for expansion of the Nehalem Bay State Park in Tillamook County be deferred until the Association can canvass the area and obtain local reaction. In connection with this matter, State Senator Andrew J. Naterlin was present and spoke to the Commission. He stated that he was appearing representing the Nehalem Bay Expansion Association to ask that the Commission delay acquisition of additional park property until the Association can make a survey of the area. It is the feeling of the Association, he said, that the proposed additional properties should be left in private ownership and on the tax roles. Chairman Jackson commented that it is becoming increasingly difficult to expand parks as land availability is becoming less each year and the costs are increasing. There is a steadily increasing pressure by the public for recreation facilities. He pointed out that most of the parks along the coast are taxed to capacity during the tourist season. However, he said, the Commission would review the matter carefully and try to obtain a better understanding of the matter with the people of Nehalem Bay.

The Engineer reported on the award of contracts referred by the Commission to him to award when certain conditions have been fulfilled. These conditions, he said, have been taken care of. The Commission confirmed the award of the following contracts:

- (1) Mary's River (Brown) Bridge, Bellfountain County Road in Benton County. Bids received July 16, 1963. Contract No. 6305 awarded July 19, 1963, to George E. Berry, Beaverton, low bidder.

- (2) Oiling Starr Creek-Fiechter Creek Section of FAS 830 in Benton County. Bids received July 16, 1963. Contract No. 6306 awarded July 19, 1963, to Bay Pavers, Inc., North Bend, low bidder.
- (3) Klamath Falls Traffic Signal Revision on Routes US 97 and ORE 66 at 13 street intersections through the business district of Klamath Falls in Klamath County. Bids received July 16, 1963. Contract No. 6307 awarded July 23, 1963, to Hahn Electric Company, Klamath Falls, low bidder.
- (4) Stone base on Little Luckiamute River-Old Highway Section of FAS 751 in Polk County. Bids received July 16, 1963. Contract No. 6308 awarded July 23, 1963, to Salem Road and Driveway Company, Salem, low bidder.
- (5) Structure, grading and stone base on Belt Line Road, S. P. R. R. Overcrossing Section, Belt Line County Road in Lane County. Bids received July 16, 1963. Contract No. 6309 awarded July 26, 1963, to Hamilton and Thoms, Inc., Eugene, low bidder.
- (6) Grading and storm sewer on Marine Drive-N. E. Shaver Street Section of FAS 654 (N. E. 122nd Avenue), in Multnomah County. Bids received July 16, 1963. Contract No. 6310 awarded July 31, 1963, to C. J. Montag and Sons, Portland, low bidder.
- (7) Nehalem River (Fishhawk) Bridge Section on Fishhawk Road in Columbia County. Bids received August 13, 1963. Contract No. 6321 awarded August 20, 1963, to C. J. Montag and Sons, Portland, low bidder.
- (8) Structure, grading and stone base on Lambert Slough Bridge Section, Grand Island County Road in Yamhill County. Bids received August 13, 1963. Contract No. 6322 awarded August 20, 1963, to Tom Lillebo Construction Company, Reedsport, low bidder.
- (9) Luckiamute River (Hoskins) Bridge in Benton County. Bids received August 13, 1963. Contract No. 6323 awarded August 21, 1963, to Ross Bros. Construction Company, Salem, low bidder.

Authority was requested by the Engineer for an increase in project authorization in the amount of \$16,027.94 on Contract No. 6083, Pleasant Valley Slide Section of the Old Oregon Trail Highway in Baker County. This overrun which amounts to 6.86%, he said, is due primarily to the removal of substantially more material than had been anticipated. The Commission approved the increase.

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The Engineer also requested authority for an increase in project authorization of \$36,211.74 on Contract No. 6172 for the Valley of the Rogue Park Interchange on the Pacific Highway in Jackson County. The principal reason for the overrun of approximately 25.3%, he said, was the addition of a parking lot to the project at an estimated cost of \$29,500. The Commission approved the increase.

Consideration was given to a request from the Hillsboro City Council for the installation of traffic signals at the intersection of 10th and Maple Street on the Tualatin Valley Highway in Washington County. The Engineer stated that an investigation had been made which indicated that signals are warranted and the City has stated that it is willing to participate in the cost which he estimated at \$5,000. The Commission accepted his recommendation for installation of the signals with the understanding that the City is to pay half the cost of installation and assume all costs for maintenance and power consumption. The Secretary was authorized to sign an agreement covering the project in behalf of the Commission.

Attention was also given to a request from the City Manager of Bend for the installation of traffic signals at the intersection of East 3rd Street and Franklin Avenue on The Dalles-California Highway in Bend. An investigation, the Engineer stated, indicates the need for signals and the City has stated that they are able to participate in the cost. He recommended installation of the signals at an estimated cost of \$5,000 providing the City will pay one-half the cost of installation and take care of all maintenance and power consumption. The Commission accepted his recommendation and authorized the Secretary to sign an agreement covering the project.

The City of Roseburg, the Engineer stated, has also requested a traffic signal installation at the intersection of the southbound off-ramp from the Pacific Highway and Bellows Street. An investigation discloses that signalization is warranted and he recommended that a semi-actuated traffic signal be installed at an estimated cost of \$9,000 with the understanding that the City of Roseburg is to pay one-half the cost of installation and provide for all future maintenance and power consumption. The Commission accepted his recommendation and authorized the Secretary to sign an agreement in behalf of the Commission covering this project.

A request from the City of Lebanon was considered concerning the installation of traffic signals at the intersection of Main and Oak Streets on the Santiam Highway in the City of Lebanon. An investigation, the Engineer stated, indicates that signals are warranted and he recommended that they be installed at this intersection at an estimated cost of \$7,000 with the understanding that the City is to pay one-half the cost of installation and provide for all future maintenance and power consumption. The Commission approved the installation and authorized the Secretary to sign an agreement in behalf of the Commission covering this project.

A tabulation showing the allocation of 1965 Federal-aid Secondary Funds to the individual counties was presented by the Engineer. This allocation, he said, has been computed according to a formula developed by the Association of Oregon Counties, using the 1960 census and the 1963 county road mileages. The Commission approved the allocation to the counties as follows:

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FISCAL YEAR 1965 FAS ALLOCATION TO COUNTIES

County	Federal Funds	TOTAL FUNDS Including State's and Counties' Match Money (Rounded to Thousands)
Baker	\$ 36,667	\$ 61,000
Benton	46,327	77,000
Clackamas	150,678	251,000
Clatsop	40,334	67,000
Columbia	45,330	76,000
Coos	77,331	129,000
Crook	35,789	60,000
Curry	36,824	61,000
Deschutes	40,918	68,000
Douglas	105,384	176,000
Gilliam	25,913	43,000
Grant	31,979	53,000
Harney	36,405	61,000
Hood River	36,332	61,000
Jackson	81,544	136,000
Jefferson	32,778	55,000
Josephine	47,454	79,000
Klamath	67,048	112,000
Lake	35,718	60,000
Lane	156,008	260,000
Lincoln	46,429	77,000
Linn	83,525	139,000
Malheur	66,612	111,000
Marion	131,639	219,000
Morrow	35,083	58,000
Multnomah	227,139	378,000
Polk	51,411	86,000
Sherman	24,959	42,000
Tillamook	44,920	75,000
Umatilla	76,493	127,000
Union	35,428	59,000
Wallowa	33,478	56,000
Wasco	38,313	64,000
Washington	133,718	223,000
Wheeler	22,739	38,000
Yamhill	57,694	96,000
Totals.....	\$2,276,341	\$3,794,000

SUMMARY, ENTIRE STATE - Fiscal Year 1965 County FAS Funds:

Total Federal Funds for Construction (50% of Oregon's	
Apportionment Less Planning Survey Funds)	\$2,276,341
Plus Estimated Required Match Money: State Funds.....	758,829
County Funds.....	758,830
TOTAL COUNTY FAS FUND.....	\$3,794,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) pro-

FISCAL YEAR 1965 FAS ALLOCATION TO COUNTIES - CONT.

posed 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.

Attention was given to a claim in the amount of \$25.00 presented by Lucille Simmons, Clatskanie, for damages to her property during construction on the Westport-Clatskanie Section of the Columbia River Highway in Columbia County. The Engineer stated that because of a large land slide it was necessary to construct a detour known as the Palm Hill Detour. During construction of the detour several small trees belonging to her were damaged. The claim, he said, has been verified by field personnel and he recommended that it be paid. The Commission approved payment of the claim.

The Engineer reported that a survey had been completed for a 2.16 miles connection between the Mt. Hood Highway now under construction and the existing Mt. Hood Highway easterly from Gresham in Multnomah County, commonly known as the Gully Route Connection. A public hearing was not required on this section. He recommended that the Commission approve the survey. The Commission accepted his recommendation and thereupon adopted "Survey Resolution No. 274" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Legislative Interim Committee on Highways, the Engineer said, has requested that the Highway Commission undertake a study of allocation of state highway revenues between state highways, county roads, and city streets. Mr. William H. Holmstrom, Chairman of the Committee, has indicated that an updating of the 1948 study made by the Automotive Safety Foundation would probably be all that the committee would require. The Committee, the Engineer continued, has suggested that the committee contribute one-half of the matching requirements or \$3,500 whichever is the lesser, and that the Highway Commission pay the remainder. He recommended that the committee's request be approved and that he be authorized to proceed with the preparation of the study and report. The Commission approved his recommendation.

Requests for increases in the number of work days within which to complete highway contracts without assessment of liquidated damages were presented by the Engineer. Each request has been carefully investigated and he made his recommendation as to action to be taken. After considering the Engineer's reports and other available information, the Commission took action on the requests as follows:

- (1) Peter Kiewit Sons' Company, Contract No. 6020, for grading and structures on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County requested an increase from 180 to 204 work days within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 24 work days without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the increase.

- (2) R. A. Heintz Construction Company and Rogers Construction, Inc., Contract No. 5902, for grading and structures on the 12th Street-North Ashland Interchange Section of the Pacific Highway in Jackson County requested an increase of 44 work days 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 the increase.
- (3) Acme Construction Company, Contract No. 6119, for grading and paving on the Elsie-Strassel Undercrossing Section of the Sunset Highway in Clatsop and Washington Counties requested an increase of 7 work days within which to complete the contract without assessment of liquidated damages. The Commission denied the request.
- (4) Hamer Corporation, Contract No. 6083, for slide correction on the Pleasant Valley Section of the Old Oregon Trail Highway in Baker County requested an increase from 100 to 130 work days within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 4 work days without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the increase.
- (5) Rogers Construction Company, Contract No. 5764, for work on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County requested an increase of 11 work days within which to complete the contract without assessment of liquidated damages. The Commission approved the increase. A letter was presented from the Bureau of Public Roads concurring in the increase.
- (6) M. C. Lininger and Sons, Inc., Contract No. 6251, for construction of an overnight camp extension in the Valley of the Rogue State Park in Jackson County requested an increase from 45 to 60 work days within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 15 work days without assessment of damages. This is a state project and does not require approval by the Bureau of Public Roads.

The Engineer reported that Contract Nos. 5944, 5951, 5976, 6023, 6030, 6090, 6103, 6114, 6118, 6152, 6155, 6160, 6161, 6162, 6164, 6171, 6182, 6202, 6212, 6213, 6214, 6228, 6229, 6232, 6234, 6236, 6244, 6259, 6261, 6262, 6273, 6282 and 6287 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 or have been accepted by letter by the Commission since the last Commission meeting. After due consideration the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 125" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Requests from Jackson, Jefferson, and Sherman Counties for 1964 Federal-aid Secondary Projects were considered. Also, requests were considered for transfer of FAS Funds from Umatilla to Polk, Sherman and Yamhill Counties. The Engineer stated that the projects have been investigated and are eligible for construction with FAS funds. The Commission approved the projects and transfer of funds as follows and authorized the Secretary to sign construction agreements in behalf of the Commission:

County	FAS Hwy. No.	Section & Description	Amount Programmed	FAS Funds
Jackson	287	Crater Lake Highway-Cobleigh Road, 13.0 miles. A.C. paving	\$ 350,000	1964
Jefferson	660	The Cove Section, 2.0 miles. Surface & oil.	\$ 90,000	1964
Sherman	313	Scott Canyon-Wasco, 6.6 miles. Surface & oil.	\$ 251,000	1964
			<u>\$ 691,000</u>	

Transfer of FAS Funds:*

Umatilla to Polk County	\$ 60,000	1964
Umatilla to Sherman County	110,000	1964
Umatilla to Yamhill County	90,000	1964

SUMMARY BY FISCAL YEARS	1964	1965	Total
Allocated Funds	\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects			
(Corrected to date)	3,047,000	---	3,047,000
Unprogrammed Balance	\$ 699,000	\$3,794,000	\$4,493,000
Projects Proposed 8/29/63	691,000	---	691,000
Unprogrammed Balance	\$ 8,000	\$3,794,000	\$3,802,000

*These funds included in approved projects.

The Commission also considered a request from Klamath County for an FAS project on the Sevenmile Creek-Rocky Point Section of FAS Route 420. The Engineer commented that the project is for grading and base surfacing on 1.4 miles at an estimated cost of \$200,000 and is eligible for construction with FAS funds. Following his favorable recommendation the Commission approved the project and authorized the Secretary to sign a construction agreement covering the project.

Three resolutions covering abandonment of old sections of state highways were presented by the Engineer. The new sections of highways, he said, have been constructed and are open to public travel; therefore, the old sections can now be turned over to the various counties or to the adjoining property owners. The Commission approved abandonments as follows and thereupon adopted "Abandonment & Retention Resolutions Nos. 409, 237 and 410", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Biggs Junction-Mud Hollow Section of the Sherman Highway in Sherman County. (See "Abandonment & Retention Resolution No. 409").
- (2) Bridge Creek Section of the Ochoco Highway in Wheeler County. (See "Abandonment & Retention Resolution No. 237").
- (3) Chrome Plant-Cedar Point Section of the Coos Bay-Roseburg Highway No. 35 in Coos County. (See "Abandonment & Retention Resolution No. 410").

The Commission considered a supplemental abandonment agreement and an abandonment resolution with Lane County covering certain sections of the West Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Secondary Highway, immediately east of Richardson. The Engineer explained that these documents modify an original agreement, dated February, 1958, and a resolution dated November 5, 1959. The documents have been approved by the Lane County Board of Commissioners. The Commission approved the supplemental abandonment agreement and immediately thereafter approved "Abandonment and Retention Resolution No. 348a", which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Commission authorized the Secretary to sign the agreement in behalf of the Commission.

Consideration was given to a request made by the Tillamook County Court to remove parking restrictions on the beach area at Cape Kiwanda, Tillamook County. The Engineer recalled that in 1961, at the request of the Tillamook County Court, a "No Parking" area had been marked on the beach near Cape Kiwanda, just north of Pacific City. In compliance with the County Court's latest wishes, he recommended that the "No Parking" area be removed. The Commission accepted his recommendation and thereupon adopted "No Parking Resolution No. 230-A", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

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The Engineer recalled that at the previous Commission meeting action had been taken to eliminate the need for busses to stop at certain railroad crossings on the Pacific Highway. So that the Commission's action will have legal significance, it is necessary that the Commission approve the wording for signs to be erected at these crossings. He recommended that a sign indicating that certain busses need not stop, be approved for erection at these railroad crossings and that the sign be made a part of the official Sign Manual. Chairman Jackson inquired if this action would create liability for damages in case of an accident. The Chief Counsel replied it would not as the Commission is acting under the law. The Commission approved the sign and thereupon adopted "Miscellaneous Resolution No. 240-A", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A request from Saddle-Lite, Inc., Portland, to construct a restaurant facility above the Minnesota Freeway Section of the Pacific Highway between Lombard Street and North Portland Boulevard in the City of Portland was discussed. The Engineer said that the Company apparently plans to construct a motel on each side of the freeway and a restaurant above the freeway, supported by arches based at each edge of the right of way. He pointed out that there has been no clear definition of the AASHO-BPR policy in matters of this kind, but the primary responsibility would undoubtedly rest with the State Highway Commission. It was his feeling that overbuilding could be justified only in unusual cases where exorbitant land values prevail. It was his opinion that it is in the public interest to keep highway right of way free of all save necessary encroachments and that the freeways should not be used to exploit some types of business. He also pointed out that if the Commission issued a permit for this type of construction it could establish a precedent which would make it difficult to deny further requests. He recommended that the request be denied as it is not compatible with the public interest insofar as freeways are concerned. The Commission denied the request. (Commissioner Fridley refrained from voting on this matter because of a possible conflict of interest).

The meeting was recessed at 10:25 a.m. and reconvened at 10:40 a.m.

Chairman Jackson read a telegram from Mr. William Bowes, Portland Commissioner of Public Works, requesting that the Commission give consideration to the employment of a nationally recognized engineering firm in connection with the design and structure of the Fremont Bridge in Portland. The Commission approved Mr. Bowes' request to instruct the Engineer to negotiate with a nationally recognized firm as consultants for the Fremont structure.

The Commission considered a supplemental agreement (Modification No. 5) with the U. S. Army Engineers concerning the John Day Lock and Dam to include funds in payment for services for foundation exploration and surveying. The Engineer stated that the original contract failed to include such funds and the supplemental agreement provides for an increase in payment from \$101,000 to \$125,000. Following his favorable recommendation, the Commission approved the supplemental agreement.

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An agreement with Southern Pacific Company concerning a grade crossing of the Railroad's Tillamook Branch at 145th Avenue, near Beaverton, was presented by the Engineer. This agreement, the Engineer stated, is in connection with a Washington County Federal-aid Secondary project which will cross the Tualatin Valley Highway and he recommended that it be approved. The Commission approved the agreement.

The Commission considered an agreement with Central Oregon Irrigation District to permit readjustment and restoration of irrigation facilities as a part of the contract work on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County. The agreement has been carefully examined and is in order and the Engineer recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to a cooperative construction agreement with the City of Redmond regarding reconstruction of the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County. The agreement, the Engineer said, provides that the State relocate privately owned utilities which are now on private property, and that the State reimburse the City for the cost of relocating City-owned utilities located on City right of way. He estimated the cost of reimbursement for City utility changes at approximately \$2,500, and recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was also given to an agreement with the City of Astoria concerning relocation of utilities in construction of the Astoria Approach on the Interstate Bridge Section of the Oregon Coast Highway in Clatsop County. The agreement provides for relocation of City-owned utilities located upon City property, and for the State to reimburse the City for the cost of such relocation. The agreement, the Engineer said, has been approved by the City officials and he recommended that it be approved by the Commission. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in their behalf.

The Engineer presented a cooperative construction agreement with the City of Portland concerning the Grand Avenue Overcrossing Unit of the Pacific Highway East in southeast Portland. Under terms of the agreement, he said, the State is to construct and maintain the Grand Avenue Overcrossing Unit of the Pacific Highway East and close parts of Grand Avenue and Grant Street. The City is to relocate utilities owned by the City and is to be reimbursed by the State for the cost of such moving. This agreement, he stated, was approved verbally by Chairman Jackson on August 15, 1963, and he recommended that it be confirmed. The Commission confirmed the agreement and authorized the Secretary to sign it in their behalf.

The Engineer also recommended approval of a supplement to an agreement, dated March 14, 1963, with Sherman County concerning construction of the Biggs-Rufus Section of the Columbia River Highway in Sherman County. The supplement provides for closure of Fourth Street in Rufus. The Commission approved the supplemental agreement and authorized the Secretary to sign it in their behalf.

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An agreement with the City of Paisley was presented by the Engineer for resurfacing and shoulder construction on 0.4 mile on a city street not on the state highway system. He commented that for several years the City has requested a project under the Special City Allotment Fund but it was not practical to set up a contract because of its isolated position. However, the Bureau of Public Roads is now conducting a contract between Valley Falls and Lakeview and the Bureau's contractor has agreed to undertake the construction. The City, he said, has agreed to pay all costs of the project in excess of \$20,000. Following his favorable recommendation, the Commission approved the agreement, which had been previously approved by Chairman Jackson by telephone on August 26, 1963, and authorized the Secretary to sign it in their behalf.

On the Mapleton-Eugene Highway through the community of Noti in Lane County the Engineer stated that the indicated speed is 25 miles per hour. An investigation disclosed that 85 percent of vehicles travel at or below 34 miles per hour. The accident rate is well below the normal for comparable sections of highway. He recommended that a 35-mile-per-hour speed zone be established on the Mapleton-Eugene Highway between a point 0.18 mile west of Fir Street and a point 0.51 mile east of the road to Vaughn, except that from a point 0.15 mile east of the road to Vaughn to a point 0.39 mile east of the road to Vaughn the designated speed shall be 20 miles per hour during the hours of school crossings. The Commission approved the speed zone and thereupon adopted "Speed Zone Resolution No. 406", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer stated that it is planned that on November 30, 1963, the North Ashland-South Ashland Section of the Pacific Highway will be completed to Interstate standards and at that time a 70-mile-per-hour speed zone will be reasonable. He recommended the establishment of a 70-mile-per-hour speed zone on the Pacific Highway in Jackson County from the North Ashland Interchange to the north city limits of Ashland, and from the east city limits of Ashland to the South Ashland Interchange when the highway is completed to Interstate standards and signs have been erected. The Commission approved the speed zone and thereupon adopted "Speed Zone Resolution No. 407", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered an agreement with the Oregon Trunk Railroad concerning an overcrossing of the Company's tracks, an exchange of property for highway right of way, and encroachments upon the railroad right of way in construction of the Celilo Section of the Columbia River Highway in Wasco County. It was the Engineer's recommendation that the agreement be approved as it has been examined and found in proper order. The Commission approved the agreement.

The Commission approved the minutes of the meeting held July 18, 1963.

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The date for the next regular Commission meeting was confirmed for October 10, 1963, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for November 21, 1963.

The Commission confirmed award of contracts made August 19, 1963, on bids received August 13, 1963, as follows:

BIDS RECEIVED IN SALEM ON AUGUST 13, 1963

"Rock production on the Durkee-Malheur County Line Section of the Old Oregon Trail Highway in Baker County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Jed Wilson and Son, Lapine, at \$35,880.00.

"Luckiamute River (Hoskins) Bridge in Benton County. FAP No. S-380(2). Four bids were received. The Commission elected to accept the low bid of Ross Bros. Construction Co., Salem, in the sum of \$31,024.00, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of \$7,000.00 is deposited by the County.

"Nehalem River (Fishhawk) Bridge on Fishhawk Road in Columbia County. Federal-aid Project No. S-509(1). Three bids were received. The Commission elected to accept the low bid of C. J. Montag and Sons, Portland, in the sum of \$177,551.75, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County is received and the sum of \$40,000.00 is deposited by the County.

"Grading and paving on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(54)121. Seven bids were received. The Commission awarded the contract to the low bidder, S. A. Hutchins & Associates Const. Co., and McNutt & Sons, Inc., Sutherlin, at \$812,222.70.

"Grading and oiling on the N. Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County. FAP No. S-216(13). Six bids were received. The Commission awarded the contract to the low bidder, Groesbeck-Durbin, Inc., Eugene, at \$802,481.00.

"Heppner Junction Interchange Undercrossing on the Columbia River Highway in Gilliam County. Federal-aid Project No. I-80N-5. Four bids were received. The Commission awarded the contract to the low bidder, Pacific Concrete Co., an Oregon Corporation, Portland, at \$79,333.00.

"Grading, paving, and structure widening on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County. FAP No. F-6(6). Eight bids were received. The Commission awarded the contract to the low bidder, L. S. Matusek, Portland, at \$555,555.55.

"Cox Creek Bridge Widening on the N. Albany Interchange-Waverly Drive Section of the Albany-Junction City Highway in Linn County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Ross Bros. Construction Co., Salem, at \$30,189.00.

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"Grand Avenue Overcrossing on Pacific Highway in Portland, Multnomah County. FA Project No. U-168(20). Six bids were received. The Commission elected to accept the low bid of Lord Bros. Contractors, Inc., Portland, in the sum of \$469,809.00, and directed the State Highway Engineer 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.

"Roadside improvement on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. Federal-aid Interstate Highway Project No. I-80N-2(18)33. Four bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz and Son, Portland, at \$53,233.59.

"Roadside improvement on the West Salem Section of the Willamina-Salem Highway in Polk County. FAP No. F-322(6). Four bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz and Son, Portland, at \$40,709.10.

"Grading on Big Eddy-Celilo Section of the Columbia River Highway in Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(36)86. Nine bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Vancouver, Washington at \$3,956,967.00.

"Brewery Grade Connection Section on the Columbia River Highway in The Dalles, Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(35)83 and U-36(12). Three bids were received. The Commission awarded the contract to the low bidder, Pacific Concrete Co., an Oregon Corporation, Portland, at \$418,333.00.

"Structure, grading and stone base on the Lambert Slough Bridge Section of Grand Island County Road, Yamhill County. Federal-aid Project No. S-500(1). Eight bids were received. The Commission elected to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the sum of \$305,907.75, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Yamhill County is received and the sum of \$69,000.00 is deposited by the County.

The Engineer presented a tabulation of bids for state highway projects received on August 27, 1963. He mentioned the number of bids received for each project, the estimated cost, the amount of the low bid, and his recommendation as to award, referral, or rejection. The Commission took action on the award of contracts as follows:

BIDS RECEIVED IN SALEM ON AUGUST 27, 1963

"Grading and paving on "E" Street in the City of Eastside, Coos County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Bob Angell, Inc., Eastside, at \$14,629.50.

"Necanicum Rock Production Project on the Oregon Coast, Sunset, and Necanicum Highways in vicinity of Necanicum and Seaside, Clatsop County. State Project. One bid was received. The Commission awarded the contract to the only bidder, Vanaken Sand & Gravel, Forest Grove, at \$47,100.00.

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"Grading and paving on the Deschutes River-Redmond Section of McYenzie Highway in Deschutes County. FAP No. F-117(25). Five bids were received. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at \$436,140.00.

"Grading, paving and structure on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County. FAP No. F-92(5). Six bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at \$618,327.00.

"Grading and oiling on the Saddle Butte-Diamond Junction Section of Frenchglen Highway, Harney County. FAP No. S-262(7). Twelve bids were received. The Commission awarded the contract to the low bidder, Don Greene and Don Greene Construction, Inc., Salem, at \$323,848.00.

"Medford Traffic Signals at Barnett Road and Riverside Avenue on the Pacific Highway, Jackson County. State-City Project. Two bids were received. The Commission elected to accept the low bid of Madson & Stokes, Roseburg, in the sum of \$14,126.40, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Medford is received and the sum of \$8,100.00 is deposited by the City.

"Relocation of The Cove Palisades State Park, roadwork, site development and overnight camping facilities in Jefferson County. State Project. Four bids were received, all of which were rejected by the Commission as being too high.

"Roadside Improvement on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County. Federal-aid Interstate Highway Project No. I-105-4(110)196. Three bids were received. The Commission awarded the contract to the low bidder, Knight Percy, Salem, at \$40,790.10.

"Grading and paving on the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway in Lincoln County. FAP No. F-150(11). Seven bids were received. The Commission awarded the contract to the low bidder, C. R. O'Neil, Creswell, at \$969,672.50.

"Rock Production on the Foster-Toll Creek Section of Santiam Highway in Linn County. State Project. Only one bid was received, which was rejected by the Commission as being too high.

"Grading, paving, structure and signing on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highways in Portland, Multnomah County. Federal-aid Interstate Highway Project Nos. I-405-8(5)301 and I-5-6(48)301. Five bids were received. The Commission awarded the contract to the low bidder, Donald M. Drake, Company, Portland, at \$4,409,000.50.

"Marquam Bridge Superstructure on the Pacific Highway in Portland, Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(47)301. Five bids were received. The Commission awarded the contract to the low bidder, United States Steel Corporation, Portland, at \$2,934,345.00.

"Roadside Improvement on the North Russell St.-S. E. Oak St. Unit, East Bank Freeway Section of the Pacific Highway in the City of Portland, Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(45)302. Three bids were received. The Commission awarded the contract to the low bidder, Ernest Ferrante, Portland, at \$91,030.90.

"Slope paving on Flint and Vancouver Avenue Undercrossings, East Bank Freeway, in Portland, Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(46)303. Four bids were received. The Commission awarded the contract to the low bidder, B & M Construction, Inc., Portland, at \$20,500.00.

The Engineer said a request had come to him from the Governor in which the Oregon News and Photo Bureau will perform certain services in advertising the State of Oregon. The proposal calls for a total expenditure of \$6,000 and he recommended that the Highway Commission approve payment of \$2,000 of this amount. The Commission approved the expenditure with the comment that there should be no duplication of services provided by the Highway Travel Information Division.

Mr. Jack Steiwer and Clarence Asher representing the Fossil Community Club came before the Commission concerning highway projects in Wheeler County. Mr. Steiwer stated they are particularly interested in improvements on highway routes 19, 207 and 218 and he inquired specifically if the Commission has any plans to improve route 19 between Fossil and Condon. Chairman Jackson asked the Engineer to comment. The Engineer outlined briefly work that has been done during the last year and work now being performed on the section south of Fossil. Oiling or paving of this section is not programmed now and the surfacing will be gravel for a time. He also said that it is planned to receive bids soon for a highway project between Fossil and Condon. Mr. Steiwer then inquired if the Mitchell-Service Creek Section would be oiled next year. The Engineer replied that the unimproved gap which now exists in the middle part of this section would be given consideration when the next program is set up. Mr. Steiwer thanked the Commission for work performed and contemplated in their area, and he also expressed appreciation for the Commission's wise handling of highway funds statewide. Chairman Jackson thanked the two men for appearing and mentioned that their presentation had been somewhat different from that usually employed.

A delegation representing various Lane County governmental units and others came before the Commission concerning highway needs and planning in the Eugene area. The following people were present: Kenneth Nielsen, County Commissioner; Hugh McKinley, City Manager; and Frank Elliott, Chairman of Board of County Commissioners, all from Eugene; and Frank Smiley, City Manager; Dave Scofield, President of City Council; and Bob Smith, Manager of Chamber of Commerce, all from Springfield. Mr. Nielsen, County Commissioner, displayed a large map of the Eugene area on which had been drawn existing highways and those in the planning stage. He called attention to critical areas in the vicinity of Sixth, Seventh,

Washington, and Jefferson Streets. He also pointed out that the River Road, which is a state highway, is badly congested with traffic, and another road to relieve it would not be of much help unless an improvement is made at the southerly end. He urged the Commission to locate and construct a new east-west highway through the northerly part of Eugene. The Engineer stated that Sixth and Seventh Streets are overloaded traffic wise as is the highway through the Santa Clara area. Possible solutions of these problems, he continued, have been discussed with County and City officials including an extension of the Interstate to Sixth and Seventh Streets. He felt that there was considerable merit in the east-west highway as proposed by Commissioner Nielsen. Concerning a bridge over the Willamette River it is hoped that bids can be called for construction in 1964. Chairman Jackson commented that construction of the east-west highway should be correlated with construction of the Willamette River Bridge. The Engineer recommended that estimates be made of the cost of right of way and construction on this highway. Commissioner Nielsen stated that the location of the east-west highway should be established soon to protect the right of way as industrial firms are locating in the area which it would traverse. The Engineer stated that estimates of cost are needed first to determine if the project is feasible, and the next step then would be to take such action as is necessary to protect the right of way. The Commission authorized the study to determine costs of right of way and construction. Mr. Hugh McKinley, Eugene City Manager, pointed out that Lane County, the City of Eugene, and the Chamber of Commerce are agreed as to what needs to be done. He stated the three governmental levels need to work together. He also mentioned the need for a connection from the proposed new bridge south to Sixth and Seventh Streets. Frank Smiley, Springfield City Engineer, commented that the City of Springfield is concerned about stages of construction on the easterly end of the proposed east-west highway. He pointed out that the City of Springfield is anxious to help in any way it can and mentioned the cooperation that the City has provided on the Second and Third Street Couplet. Chairman Jackson thanked the delegation for their presentation and for the cooperative attitude shown and commented that all of the problems presented could be solved if the Highway Commission had the funds.

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

"Indenture of Access" to the Trans-Bay Construction Co., Inc., to property on Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

"Indenture of Access" to the Henry W. and Minnie Voth property on the Polk Station-Dallas Section of Kings Valley Highway in Polk County.

"Indenture of Access" to the Fred Otto and Lora A. Like property on the Seaside Section of the Oregon Coast Highway in Clatsop County.

"Indenture of Access" to the Volney S. and Arlene A. Oden property on the Glendale Junction-Wolf Creek Section of Pacific Highway in Josephine County.

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"Indenture of Access" to the Arctic Circle, Inc. property on the Grants Pass Section of the Redwood Highway in Josephine County.

"Indenture of Access" to the Kenneth R. and Edith M. Aspgren property on the Tide Creek-St. Helens Section of Columbia River Highway in Columbia 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 Harvey D. and Wilda R. Crook property on the Myers Creek-Brookings Section of Oregon Coast Highway in Curry County.

"Indenture of Access" to the Heirs of Athel V. Fraley Estate property on the Tygh Grade Summit-Butler Canyon Section of The Dalles-California Highway in Wasco County.

"Indenture of Access" to the George & Dolores J. Bullat and A. L. and Ellen Elvin and Clarence J. and Eileen M. Brown and Sylvanus and Cynthia E. Smith property on the Eugene Section of Pacific Highway West in Lane County.

"Grant of Access" to R. J. Jacobs and F. C. Reed property on the Willow Creek-Boardman Section of the Columbia River Highway in Gilliam and Morrow Counties.

"Grant of Access" to Francis J. and Dora Ann Poole (Duckworth) to property on N. Grants Pass Interchange-Savage Street Section of the Pacific Highway in Josephine County.

"Grant of Easement" to Beaver Creek Water District for channel improvement of Beaver Creek on Little Pudding River-Stayton Section of North Santiam Highway.

"Memorandum of Oil, Gas and Sulphur Lease" to Standard Oil Company to property on the Oregon Coast Highway in Douglas County. Previous lease approved January 31, 1963.

"Agreement" with U. S. Dept. of Interior, Bonneville Power Administration, determining the manner in which crossings of state highway and power easements crossings shall be made, procedure to establish criteria for type of each such crossing.

"Agreement" (Modification No. 5) to U. S. Army Engineers covering John Day Lock and Dam to include funds in payment for services required for foundation exploration and surveying.

"Agreement" with Oregon Trunk Railway Company covering an over-crossing of the Company's tracks and exchange of property for highway right of way and encroachments upon Railroad right of way for construction of Celilo Section of Columbia River Highway in Wasco County.

"Agreement" with Congregation Neveh Shalom relative to delayed payment, maintenance and possession of the buildings on the Fremont Interchange-Sunset Interchange Section of the Stadium Freeway, Multnomah County.

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"Bargain & Sale Deed" to Ruth Morrison Powell for a parcel of land on the Washington Co. Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

"Agreement" with Service Bureau Corporation for electric computer work on Salem Area Transportation Study. "Rider" provides for testing and debugging programs not included originally and for use of 7094 Computer for \$650 per hour.

"Supplemental Abandonment Agreement" with Lane County covering certain sections of the Mapleton-Eugene Highway in Lane County to modify original agreement dated February, 1958.

"Agreement" with Central Oregon Irrigation District to permit the readjustment and restoration of irrigation facilities as part of the contract work on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County.

"Cooperative Construction Agreement" with City of Redmond covering reconstruction of Deschutes River-Redmond Section of McKenzie Highway in City of Redmond.

"Agreement" with City of Astoria covering relocation of utilities and construction of Astoria Approach, Interstate Bridge Section of Oregon Coast Highway in Clatsop County.

"Cooperative Construction Agreement" with City of Portland relating to the Grand Avenue Overcrossing Unit of Pacific Highway East, Portland.

"Supplemental Agreement" with Sherman County covering construction of Biggs-Rufus Section of Columbia River Highway and closure of Fourth Street in Rufus.

"Agreement" with City of Paisley covering Special City Allotment project on Mill Street in City of Paisley.

"Agreement" with Champ Bond covering snow plowing contract on the Anthony Lakes Section in Baker County.

"Agreement" with Southern Pacific Company covering the Grade Crossing at S. W. 145th Avenue on the Tualatin Valley Highway-Farmington Road Section of FAS 630 in Washington County.

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There being no further business to conduct the meeting was declared adjourned by Chairman Jackson at 11:43 a.m.

Forre Cooper
State Highway Engineer

Walter Jackson
Chairman

K. N. Erdley
Commissioner

Harold Query
Secretary

David B. Simpson
Commissioner

August 29, 1963

Salem, Oregon
October 10, 1963

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, 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. Maisson, Auditor
Floyd Query, Secretary

Also present were Harold Schick, State Parks Superintendent; H. S. Cox, City and County Engineer; C. W. Head, Assistant Secretary; Carl Plog, Information Officer; and A. W. Parsons, Division Engineer, Bureau of Public Roads.

The Right of Way Engineer presented for consideration options, pages 1 through 38, secured for acquisition of real property needed for state highway use or for other purposes. He stated that to the best of his knowledge the firm of Norris, Beggs and Simpson, of which Commissioner Simpson is a member, is not involved in any of these transactions. After carefully considering the individual options as presented, Chairman Jackson and Commissioner Fridley approved closing the options at the prices given therein and thereupon adopted "Right of Way Resolution No. 8" which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting on this matter to avoid any possible conflict of interest in which he might be involved.

The Property Manager's report covering sales of miscellaneous properties and income from property rented was presented by the Right of Way Engineer. Miscellaneous sales since the last Commission meeting report, he stated, amounted to \$24,555; land sales totaled \$30,100; and timber sales \$21,440.50. Rental receipts for August totaled \$13,207.90; for September \$15,207.40. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale an excess parcel of property east of the Providence Hospital on the 39th Avenue-102nd Avenue Section of the Banfield Freeway, Portland, File No. 14881. The parcel, he said, contains 5,264 square feet and has been appraised at \$3,175. Under terms of the proposed sale, no access is to be

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allowed to the Banfield Freeway but access will be permitted to N. E. Irving Street. A standard sign restriction clause is to be included. No federal funds were used in the acquisition of this property. The Commission granted authority to offer the property at public sale for not less than \$3,175 and thereupon adopted "Real Property Resolution No. 398" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Right of Way Engineer also requested authority to make direct sales on the following parcels of property:

- (1) 20,450 square feet of land, File No. 8979 on the 7th Avenue Connection of the Pacific Highway in the City of Eugene to the original grantor R. R. Fenn for \$306.75. Access is to be limited to two 35-foot driveways. No federal funds were used in purchase of the property. He pointed out that the property was acquired in 1941 and under the terms of the option, the State was obligated to give the grantor the right to purchase any property not needed for highway purposes at the same price that the State paid for it. The Commission approved the sale.
- (2) 3,850 square feet of land, File No. 21120 in the City of Vale on the Central Oregon Highway in Malheur County to Mr. Charles Keplinger, the abutting owner, for the appraised value of \$100. No access is to be allowed to the Central Oregon Highway or to Morton Street. No federal funds were used in the purchase of this property. He pointed out that access restrictions are such that the property is useable only by the adjacent owner. The Commission approved the sale.
- (3) 0.12 acre, File No. 29032 at the northwest corner of McAndrews and Biddle Road on the Pacific Highway in the City of Medford, Jackson County, to the City of Medford for the sum of \$720 which is the amount paid by the State. The deed is to contain a public use clause, a standard sign restriction clause and no access is to be allowed to the Pacific Highway. The sale also is to be subject to the Rogue River irrigation district's rights. No federal funds were used in purchase of this property. The Commission approved the sale.
- (4) 3.0 acres, File No. Q-457 on the Herman Creek Section of the Columbia River Highway in Hood River County to the Port of Cascade Locks for the sum of \$1,000 which exceeds the appraised value. No access is to be allowed to the Columbia River Highway and the sale is to be subject to the standard sign restriction clause

No federal funds were used in the purchase of this property. The Commission approved the sale and thereupon adopted "Real Property Resolution No. 399" which resolution by this reference is made a part hereof and filed in the Secretary's Office. Sale of this property was conditioned upon it not being needed or desirable for scenic value in the Columbia Gorge.

- (5) 1,850 square feet of land, File No. 22730 in the northeasterly quadrant of the intersection between the Pacific Highway and Southwest Taylors Ferry Road on the Barbur Boulevard Section of the Pacific Highway in Multnomah County to the Capitol Highway Water District for an appraised value of \$400. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. The Commission approved the sale.

Several "Indentures of Access" were presented by the Right of Way Engineer to provide better access for the property owners as well as for the safety of the traveling public, or to correct the records to conform to the actual construction of road approaches. These changes, he said, are consistent with Highway Department policies and procedures and have been approved by the Division Engineer of the Bureau of Public Roads. The Commission approved the following "Indentures of Access":

- (1) Hunt Property, File No. 35079 on the Dufur Gap Section of The Dalles-California Highway in Wasco County for a change in location of one point of access and three additional points of access.
- (2) Richardson Property, File No. 25562 on the Firwood Creek-Cedar Creek Unit, Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County for a change of use restriction so that the owner can open a business on his property.
- (3) International Paper Company, File No. 19655 on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County for the widening of one point of access from 25 to 40 feet and unrestricted as to use.
- (4) Poulin Property, File No. 6956 on the Tigard-Newberg Section of the Pacific Highway West in Washington County for a change in location and width of two points of access. The access use restriction is to be lifted.
- (5) Lammers Property, File No. 32808 on the Harper Jct.-Burrell Ranch Section of the Central Oregon Highway in Malheur County for a change in location of two points of access to correct the records as to location as constructed.

- (6) Sijota Property, File No. 4050 and 4051 on the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County for lifting of the use restriction to allow the owners to develop business property. No change in location or width.
- (7) Cottonwood Land and Cattle Company, Inc., Property, File No. 32804 on the Harper Junction-Burrell Ranch Section of the Central Oregon Highway in Malheur County for a change in location of three points of access.
- (8) Hall and Gronso Property, File No. 21613 on the Sage Hen Hill-Burns Section of the Central Oregon Highway in Harney County for change in "operation of existing sawmill activity" use to residential-subdivision usage.
- (9) Long Property, File No. 34836 on the Foster Section of the Santiam Highway in Linn County for widening of one point of access from 30 to 35 feet.

Proposed "Grants of Access" to two property owners were presented by the Right of Way Engineer. These "Grants of Access", he said, have been cleared through regular channels including approval by an Assistant Highway Engineer and have also been approved by the Bureau of Public Roads. The Commission approved the following "Grants of Access":

- (1) Huggins Property, File No. 30580 on the Table Rock Road-12th Street Section of the Pacific Highway in Jackson County to M. M. and Frances D. Huggins for one point of access 50 feet in width in the same location as the prior access, which was 30 feet in width. There is no use restriction.
- (2) Jefferson County Property, File No. 25520 on the Lyle Gap-Willowdale Unit on the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County to allow the County to connect to a county road at the site of an existing farm crossing. The access is to be 40 feet in width to be used for a county road.

An agreement with the State Game Commission covering property on the Weston Section of the Weston-Elgin Highway in Umatilla County was presented by the Right of Way Engineer. Briefly he reviewed that the property, which is a quarry site, was acquired in 1942 and its future use for highway purposes is doubtful. The Game Commission wishes to use the property for a period of 10 years as a public fishing area and for fish and wildlife management purposes. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the Bonneville Power Administration was presented to the Commission. The Right of Way Engineer explained that not long ago the Commission had approved an agreement covering the same area on the Albany-Judkins Point Section of the Pacific Highway in Linn County but later the Bonneville attorneys refused to approve the access language. Instead of releasing and relinquishing, Bonneville's attorneys now state that they will not obtain access to and from the transmission line. The revised agreement, he said, has been approved by the Assistant State Highway Engineer and the Chief Counsel and he recommended that it be approved. The Commission approved the agreement.

The Commission considered the matter of releasing to J. F. Modlin a portion of the State's right to deposit silt on land adjacent to a quarry site on Strawbridge Creek Section of Salmon River Highway in Lincoln County. The Right of Way Engineer commented that a part of the property covered by the original easement has been sold and the new owners have requested a release. The release, he said, has been approved by the Chief Counsel and the Assistant State Highway Engineer and he recommended it. The Commission approved the release.

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. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted "Condemnation Resolution Nos. 1825 through 1838," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Chief Counsel's letter entitled "Recommendations for Condemnation," dated October 9, 1963 in the Secretary's Office.)

A report was presented by the Chief Counsel on cases which have been tried in court since the last Commission meeting. He called attention to several of the cases and explained details pertaining to them. The Commission approved 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-4293 Eugene F. Barger, et al.	Clackamas	Pacific East	Canby-Aurora Station	\$ 2,600.00	\$ 7,000.00	\$ 5,000.00
L-4294 Clark R. Hoover, et al.	Clackamas	Pacific East	Canby-Aurora Station	2,300.00	10,000.00	5,500.00

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4298 Chester H. Rooklidge, et al.	Clackamas	Pacific East	Canby-Aurora Station	\$ 1,445.00	\$ 5,000.00	\$ 2,000.00
L-4285 Lucile Klemesen Wroble, et vir.	Clackamas	Pacific East	Canby-Aurora Station	420.00	2,000.00	1,500.00
L-3857B Mitchell Anderson, et ux.	Curry	Oregon Coast	Myers Creek-Brookings	6,500.00	50,000.00	26,450.00 (see remarks in letter)
L-4334 Glenn Dexter, et ux.	Curry	Oregon Coast	Gold Beach-Cape Sebastian	2,380.00	6,600.00	7,640.00
L-4035 Paul J. Doran, et ux.	Douglas	Elkton-Sutherlin	Elkton-Kellogg	1,100.00	15,000.00	5,000.00
L-3968 Erick Bahrke, et al.	Lincoln	Siletz	Siletz-Corvallis-Newport	5,340.00 including fencing	15,000.00	3,500.00
L-4240 Dorothy Kliks, et vir.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	124,000.00	132,500.00	122,500.00
L-4256 Miller Products Co., et al.	Multnomah	Pacific	East Bank Freeway	40,165.00	140,000.00 Answer amended at trial	114,100.00
L-4282 Standard Insurance Company, et al	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	250,000.00	300,000.00	275,000.00
L-4068 Muriel M. Altimus, et al.	Yamhill	Three Mile Lane	Salmon River Junction-East Mc-Minnville Junction	1,750.00	3,000.00	3,160.00
L-4106 George C. Auld, et al.	Yamhill	Pacific West	Rex Hill-Newberg	15,000.00	30,000.00	20,000.00

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(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4158 Eleanor V. McDonald, et al	Yamhill	Pacific West	Rex Hill-Newberg	\$ 8,275.00	\$15,000.00	\$8,500.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4261 J. P. Clark, et al.	Jackson	Pacific	South Ashland-Wall Creek	\$2,600.00	\$3,400.00	\$1,340.00

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-4264 Henry Ford Doner, et al.	State	Lincoln	Damage to automobile resulting from cutting torch slag and debris falling while repairing bridge.	\$ 93.60	-----

(For additional details, see the Chief Counsel's letters dated October 4 and 8, 1963, entitled respectively "Report of Cases Tried" and "Supplemental Report of Cases Tried" in the General Files in Salem.)

Chairman Jackson stated that a Mr. Briggs had inquired regarding the Commission's policy in the acquisition of sources of material for highway construction. The Chief Counsel commented that Claude Miller is the owner of a material source south of Ashland which the Highway Department wishes to use for a source of construction materials. He pointed out that in the past the Highway Department had acquired sources of material and had made such sources available to the contractor. Under the present set up, the contractor may or may not use it. The Engineer stated that the acquisition of material sources has been the subject of a long controversy with the Bureau of Public Roads. He stated that it is economical for the State to purchase material sources and make them available to contractors. If the State does not acquire these sources, others will secure options on them and, in some instances, have been able to dictate the price because of the lack of competitive materials. The Bureau of Public Roads, he stated, disagrees with the State in this matter. The Chief Counsel commented that the

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Courts have allowed that only expert testimony can be considered in determining the value per cubic yard, but the total value of the property can not be determined by multiplying the unit value by the total amount of material. The Chairman stated that the party Mr. Briggs had mentioned owns a gravel source for which there was no market prior to highway construction. He inquired if the State might not be unfairly using the power of condemnation to hold down the price of such a material source. The Chief Counsel commented that the law provides that enhancement of value can not be considered because of highway construction. The Engineer remarked that the law in this area is clear in that it says market value should be paid but the question is how market value is determined. The Chairman observed that there is no question that the practice of purchasing material sources by the acre, and by condemnation if necessary, is in the best financial interest of the State, but it was his feeling that under the present law and practices procedures are used which in effect deny the owner the real value of his property. No action was taken.

Concerning settlement of condemnation proceedings for property acquired from the Port of The Dalles in The Dalles, the Chief Counsel stated that services of American Appraisal and Ebasco Services are available for third party appraisals. The Bureau of Public Roads, he stated, turned down the first request for authority to use the services of one of these companies for appraisals but an answer has not yet been received on the second request. Mr. A. W. Parsons, Division Engineer, Bureau of Public Roads, stated that his office and the office of the Regional Engineer concurred in not recommending payment for the service of the outside appraisers. In response to Commissioner Fridley's inquiry as to whether the Bureau of Public Roads would participate in the event that an adverse decision was given the Chief Counsel replied that he could not answer definitely but the Bureau of Public Roads in the past has participated on the basis of the fair market value of property. It might be that the state would have to pay the difference between appraised value and amount of the settlement. The Bureau of Public Roads apparently is of the opinion that adequate information is now available. Chairman Jackson commented that settlement of the case had been in suspense about 18 months and if possible a fair settlement should be made, otherwise the matter should be taken to court.

A report on Condemnation Cases which have been settled out of court since the last Commission meeting was also presented by the Chief Counsel who recommended that the settlements be approved. All of these settlements, he added, have been approved by the Highway Administrative Review Board. The Commission approved his Report of Cases Settled which is 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-3899 Paul R. Vogt, et al.	Wasco	The Dalles-California	Butler Canyon White River	\$ 1,300.00 including \$788 fencing allowance.	\$ 1,700.00 31+ acres

(Original offer was based on a taking of 13+ acres.)

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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-3941 W. W. McDonald, et ux.	Lane	Pacific	Judkins Point-Goshen	\$ 2,890.00	\$ 5,650.00
(Subsequent to original offer additional items of damage were discovered requiring revised appraisals of \$4,850.)					
L-4224 L. M. Spurrier, et ux.	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	10,440.00	11,500.00
L-4263 Victor V. Stewart,	Jackson	Pacific	South Ashland-Wall Creek	4,150.00	6,000.00
(Fee appraisal subsequently obtained was at \$5,500.)					
L-4300 Pacific Western Lumber Co., et al.	Clackamas	Pacific	Haines Road Interchange	100.00	1,100.00
(Revised appraisals were \$1,000 when it became apparent the relocated right of way line would be within 10 feet of a corner of the house.)					
L-4317 Virginia C. Belsey, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	5,250.00	5,250.00
L-4327 Walter W. Powell, et al.	Multnomah	Sunset	Highlands Interchange-Stadium Freeway	18,000.00 fee taking 4,651 sq. ft.	4,000.00
(Original offer and appraisal contemplated a taking of most of owner's property. Damage for revised taking appraised at \$4,000.)					
L-4335 Asa Renner, et ux.	Curry	Oregon Coast	Gold Beach-Cape Sebastian	1,800.00	3,125.00
(Trial of a previous taking from this same defendant in 1960 resulted in a verdict of \$1,450 with the offer having been \$510.)					
L-4376 George B. Barry, et al	Grant	John Day	Flat Creek-Fields Creek	75.00	115.00
L-4385 Earl Shields, et al.	Grant	John Day	Flat Creek-Fields Creek	135.00	210.00
L-4389 Harold Herburger, et ux.	Grant	John Day	Flat Creek-Fields Creek	530.00	530.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4390 Rufus R. Moore, et al.	Grant	John Day	Flat Creek- Fields Creek	\$ 85.00	\$ 85.00
R-35519 A. I. Anderson, et al.	Lane	Pacific West	Enid Station Road- Prairie Road	100.00	100.00

SUPPLEMENTAL REPORT OF CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4210 Ting David Lee, et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$13,800.00)	\$128,750.00)
L-4214 Ting David Lee, et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	110,400.00)	(owner to retain cer- tain fixtures with a salvage value of \$250)
L-4328 Charles F. Walker, et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	135,000.00 partial taking	142,500.00 entire taking
(Settlement is on basis of an entire taking whereby 2,674 square feet of excess property will be acquired.)					
L-4329 Morris L. Leton, et ux.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	113,500.00	120,000.00
L-4364 Norman E. Wilson, et al.	Jackson	Crater Lake	Cascade Gorge- Forest Boundary	250.00	450.00
L-4365 Norman E. Wilson, et al.	Jackson	Crater Lake	Cascade Gorge- Forest Boundary	150.00	300.00
R-35636 Edward D. McAlister et ux.	Lane	McKenzie	Blue River- Mill Creek	330.00	330.00
L-4406 J. H. Baxter & Co.	Lane	McKenzie	Blue River Mill Creek	1,000.00	1,000.00

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(Supplemental Report of Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4221 Sam Olimansky, et ux.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$ 16,500.00	\$ 17,500.00
L-4267 Corabelle LaMott, et al.	Jackson	Pacific	South Ashland- Wall Creek	50,150.00 partial taking	65,000.00 entire taking

(The settlement is based upon an agreement to acquire the entire property with 1.7 acres of excess land.)

L-4321 Fred Gong, Jr., et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	52,500.00	55,000.00
L-3960 Glen Hord (Temp Control Corporation)	Multnomah	Pacific	North Portland Harbor-North Russell Street	69,450.00	90,000.00)
L-4020 Temp Control Corporation	Multnomah	Pacific	North Portland Harbor-North Russell Street	5,000.00	5,000.00)

(It was found that the difference between what State would have to pay for the trade fixtures and what it is estimated would be received on sale is greater than cost of moving estimated at \$15,000. Settlement is therefore based on appraisal plus cost of moving.)

L-4077 Fred Sitton, et al.	Yamhill	Three Mile Lane	Salmon River Junction-East McMinnville Junction	1,100.00	1,500.00
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R-30462 Allen B. Evans	Coos	Bullards Beach State Park		13,500.00	15,500.00
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REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-4332 State of Oregon	Clifford Gee, Irene Gee and Ralph L. Gee, doing business as Gee Logging Co.	Benton	Damage to highway and bridge resulting from logs falling from truck	\$1,928.15	\$1,450.00
(Order of Dismissal.)					

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(For additional details see the Chief Counsel's letters of October 4, 7 and 8, 1963 entitled "Report of Cases Settled" and "Supplemental Report of Cases Settled" in the General Files in Salem.)

The Commission confirmed prior telephonic approval on offers made to Real Property owners for the acquisition of property prior to the institution of condemnation proceedings as follows:

ARLINGTON-BOARDMAN JUNCTION SECTION OF THE COLUMBIA RIVER HIGHWAY

R-34904 - Clarence W. Nelson, et ux. Parcel No. 1: 6.4 acres for right of way purposes; Parcel No. 2: 0.10 acre for permanent easement; Parcel No. 3: 1.15 acres for permanent easement; Parcel No. 4: 0.04 acre for permanent easement. Offer of \$13,500.00 approved by Mr. Fridley September 27, 1963.

BLUE RIVER-MILL CREEK SECTION OF THE MCKENZIE HIGHWAY

R-35636 - Edward D. McAlister, et ux. 0.11 acre for right of way purposes. Offer of \$330.00 approved by Mr. Jackson September 4, 1963.

R-35647 - George H. Smith, et ux. 0.10 acre for right of way purposes. Offer of \$350.00 approved by Mr. Jackson September 23, 1963.

R-35659 - William L. McCormack, et ux. 0.7 acre for right of way purposes. Offer of \$2,100.00 approved by Mr. Jackson September 30, 1963.

R-35661 - Edwin L. Whisler, et ux. 2.6 acres for right of way purposes. Offer of \$3,250.00 approved by Mr. Jackson August 30, 1963.

R-35662 - Roy O. Seal, et ux. Parcel No. 1: 0.5 acre for right of way purposes; Parcel No. 2: 0.16 acre for right of way purposes; Parcel No. 3: 0.74 acre for right of way purposes. Offer of \$600.00 approved by Mr. Jackson September 4, 1963.

R-35668 - J. H. Baxter & Co. 1.1 acres for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson August 30, 1963.

R-35669 - Ted E. Shoop. 2.0 acres for right of way purposes. Offer of \$4,500.00 approved by Mr. Jackson September 23, 1963.

CABIN CREEK REST AREA

R-33857 - Arthur E. Bennett, et ux. Parcel No. 1: 2.5 acres for rest area purposes; Parcel No. 2: 3.5 acres for rest area purposes; Parcel No. 3: 4.8 acres for rest area purposes. Offer of \$6,150.00 approved by Mr. Jackson October 4, 1963.

R-33859 - David M. Christie, et al. Parcel No. 1: 2.71 acres for rest area purposes; Parcel No. 2: 0.74 acre for rest area purposes. Offer of \$175.00 approved by Mr. Jackson October 4, 1963.

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DAYS CREEK BRIDGE SECTION OF THE TILLER-TRAIL HIGHWAY

R-35802 - Durnin L. Swingley, et ux. 0.4 acre for right of way purposes. Offer of \$2,750.00 approved by Mr. Jackson October 1, 1963.

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-34093 - United Grocers, Inc., et al. 7,100 square feet for right of way purposes. Offer of \$10,650.00 approved by Mr. Jackson September 25, 1963.

ENID STATION ROAD-PRAIRIE ROAD SECTION OF THE PACIFIC HIGHWAY WEST

R-35518 - Jas. D. Holt, et ux. 660 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Jackson September 10, 1963.

R-35519 - A. I. Anderson, et al. 655 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Jackson September 16, 1963.

R-35520 - Gerald L. Orem, et ux. 494 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Jackson September 17, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33651 - John P. Katchis. 2,178 square feet for right of way purposes. Offer of \$11,000.00 approved by Mr. Simpson September 9, 1963.

R-33663 - John R. Hand, et ux. 5,000 square feet for right of way purposes. Offer of \$40,000.00 approved by Mr. Jackson September 27, 1963.

R-33665 - Lorene R. Raaf. 5,000 square feet for right of way purposes. Offer of \$47,500.00 approved by Mr. Jackson October 1, 1963.

R-33678 - Frederick C. Baker, et ux. 10,000 square feet for right of way purposes. Offer of \$191,000.00 approved by Mr. Simpson September 4, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33689 - Ardis Somerville. 10,000 square feet for right of way purposes. Offer of \$44,500.00 approved by Mr. Jackson September 25, 1963.

R-33891 - The D. P. Thompson Company. 25,000 square feet for right of way purposes. Offer of \$196,000.00 approved by Mr. Jackson October 1, 1963.

R-33894 - Alice Lorena Boyle, et al. 10,000 square feet for right of way purposes. Offer of \$100,500.00 approved by Mr. Simpson July 24, 1963.

R-34743 - Central Motor Freight Terminal Company, Inc., et al. 40,000 square feet for right of way purposes. Offer of \$132,000.00 approved by Mr. Simpson September 5, 1963.

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

R-35629 - V. & D. Investment Co., et al. 1,125 square feet for right of way purposes. Offer of \$42,500.00 approved by Mr. Simpson September 4, 1963.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33799 - Sarah H. Johnson. 595 square feet for right of way purposes. Offer of \$650.00 approved by Mr. Simpson October 4, 1963.

R-33809 - Frances Sherrill. 9,250 square feet for permanent easement. Offer of \$100.00 approved by Mr. Jackson October 4, 1963.

R-33811 - Penn C. Crum, et ux. Parcel No. 1: 4,200 square feet for permanent easement; Parcel No. 2: 600 square feet for permanent easement. Offer of \$100.00 approved by Mr. Jackson October 4, 1963.

MYERS CREEK-BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

R-30045 - Maude Mosier Longacre. 0.24 acre for right of way purposes. Offer of \$480.00 approved by Mr. Jackson October 2, 1963.

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

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; Parcel No. 3: 3.18 acres for permanent easement. Offer of \$2,485.00 approved by Mr. Jackson September 12, 1963.

SUNSET HIGHWAY-PACIFIC HIGHWAY SECTION OF BEAVERTON-TIGARD HIGHWAY

R-32853 - Ross Nicholson, et al. 5.2 acres for right of way purposes. Offer of \$86,450.00 approved by Mr. Jackson September 23, 1963.

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

R-32864 - Glenn A. Bechtold, et al. Parcel No. 1: 0.02 acre for right of way purposes; Parcel No. 2: 0.4 acre for permanent easement. Offer of \$650.00 approved by Mr. Simpson September 9, 1963.

SUTHERLIN-SHADY SECTION OF THE PACIFIC HIGHWAY

R-34774 - Margarita Sabala. 1.14 acres for right of way purposes. Offer of \$500.00 approved by Mr. Jackson September 17, 1963.

R-35595 - Glenn L. Gurney, et ux. Parcel No. 1: 0.94 acre for right of way purposes; Parcel No. 2: 0.54 acre for right of way purposes. Offer of \$1,800.00 approved by Mr. Jackson September 17, 1963.

R-35597 - Martin F. Nichols, et ux. Acquisition of access. Offer of \$50.00 approved by Mr. Jackson September 3, 1963.

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SUTHERLIN-SHADY SECTION OF THE PACIFIC HIGHWAY - Cont.

R-35696 - Stanley F. Mohr, et ux. Parcel No. 1: 4.7 acres for right of way purposes; Parcel No. 2: 0.13 acre for right of way purposes. Offer of \$1,900.00 approved by Mr. Jackson September 26, 1963.

WILLAMETTE RIVER BRIDGE UNIT, CORVALLIS-ORLEANS SECTION OF THE CORVALLIS-LEBANON HIGHWAY

R-35162 - Will N. Teeter, et ux. Parcel No. 1: 2,950 square feet for right of way purposes; Parcel No. 2: 1,120 square feet for right of way purposes. Offer of \$9,750.00 approved by Mr. Jackson September 20, 1963.

R-35165 - Harold Nelson, et ux. 0.08 acre for right of way purposes. Offer of \$1,705.00 approved by Mr. Jackson September 9, 1963.

R-35167 - Paul Nordyke, et ux. Parcel No. 1: 5,390 square feet for right of way purposes; Parcel No. 2: 0.03 acre for right of way purposes. Offer of \$8,760.00 approved by Mr. Jackson September 17, 1963.

R-35169 - E. G. Quesinberry, et ux. 0.06 acre for right of way purposes. Offer of \$575.00 approved by Mr. Jackson September 12, 1963.

R-35173 - Leonard R. Chandler, et ux. 0.08 acre for right of way purposes. Offer of \$1,750.00 approved by Mr. Jackson September 6, 1963.

R-35161 - C. Collins Guptill, et ux. 330 square feet for right of way purposes. Offer of \$2,500.00 approved by Mr. Jackson October 4, 1963.

Orders received from the Public Utility Commissioner regarding matters in which the State Highway Commission has been a party were reported by the Chief Counsel as follows:

PUX 28: Application of Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company for authority to remove two flashing-light warning signals at Saxe in Umatilla County and to install them at Grant in Sherman County. Order No. 28014 dated August 27, 1951 granted the application. Before the work was done Order No. 39480 dated September 9, 1963 was issued allowing the Railroad to remove and retire the signals as the need for them no longer exists.

PUX 463: Application of State Highway Commission to construct a crossing at grade with the tracks and right of way of the Oregon Trunk Railway known as the Celilo Indian Village Grade Crossing on the Columbia River Highway (80-N) in Wasco County was approved under Order No. 39531 issued September 9, 1963.

PUX 480: Application of State Highway Commission to construct an overcrossing over the main line track of Oregon Trunk Railway, known as the West Celilo Overcrossing project on the Columbia River Highway (80-N) in Wasco County. Order No. 39532 issued September 9, 1963 granted the request. No benefit accrues to the railway and they are not required to contribute to the cost of the structure.

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PUX 505: Application of Southern Pacific Company to construct side tracks across Maxwell Road and Bushnell Lane in Lane County. Order No. 39486 issued September 19, 1963 granted the request.

The Commission accepted his report.

A Quarterly Report of Property Damage Claims against others was presented by the Chief Counsel. He pointed out that during July, August and September, 1963, \$35,734.05 had been collected on 62 actions. The Commission accepted the report.

A list of claims against others which are not collectible for one reason or another was presented by the Chief Counsel. These claims, he stated, have been carefully investigated and determined not collectible because of either (1) insolvency of the party involved, (2) doubtful liability in view of facts determined, (3) unknown whereabouts of the defendant, (4) contributory negligence, (5) death of the defendant or (6) size of the claim not warranting court action. The Commission approved abandonment of the following claims:

File CAO 59-113 - George L. Ferguson - \$292.86 - Accident: 3/16/59

File CAO 60-78 - Elton V. Jackson - \$1,987.82 - Accident: 1/22/60

File CAO 62-14 - J. C. Wright - \$33.24 - Accident: 12/11/61

File CAO 62-19 - Dwain M. Buttner - \$61.02 - Accident: 12/22/61

File CAO 62-163 - Thomas Manford - \$113.03 - Accident: 5/25/62

File CAO 62-210 - Wiley Phillips - \$318.90 - Accident: 6/29/62

File CAO 63-37 - Agnes Lea Hall, deceased - \$244.63 - Accident 12/9/62

File CAO 63-62 - Austin L. Taylor - \$382.63 - Accident: 10/12/62

File CAC 63-65 - Western Greyhound Lines - \$170.35 (one-half damage) Accident: 12/30/62

File CAC 63-91 - U. S. Plywood Corp. - \$62.07 - Accident: 3/28/63

File CAO 63-132 - Burkett Trailer Sales - \$63.20 - Accident: 3/27/63

File CAO 63-133 - Charles E. Taylor - \$25.00 - Accident: 5/3/63

The Commission considered a claim made by Marion and Alma Strunk, File No. R-32543, on the Wildcat Creek-Walton Section of the Mapleton-Eugene Highway in Lane County, for additional compensation because of the alleged failure of the State to construct a bridge in connection with purchase of highway right of way from them. The Chief Counsel stated that a stock pass had actually been built but the option for purchase of the Strunk property had specified construction of a bridge-type structure. It was his opinion

that the Strunks had actually suffered damage and he recommended that their claim of \$3,500 be paid provided the Strunks would give a complete release for damages. The Commission approved the payment.

The Chief Counsel requested and the Commission granted confirmation of prior telephonic approval for the Secretary to sign an "Assignment and Agreement" transferring all rights and obligations from Erland & Blickle, an Oregon Corporation, to M. A. Erland and Joseph Blickle, on Contract No. 5937 for work on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County.

The Commission authorized the Chief Counsel to start legal proceedings to recover damages in the amount of \$703.28 to Spring Street Overcrossing on The Dalles-California Highway in Klamath Falls, Klamath County, caused by collision with an automobile owned by Albert G. Rivas.

Relinquishment of State Highway Department rights in a 40-acre tract of land in the NW¹/₄ of Section 3, Township 11 South, Range 13 East, W. M., on the Agency Plains-Madras Section of the Warm Springs Highway in Jefferson County, was recommended by the Chief Counsel. He stated that the State's rights stemmed from a permit issued November 9, 1921 by the U.S.A. for the purpose of securing roadbuilding materials. As the property is no longer needed for roadbuilding materials in this area, he recommended that a "Relinquishment of Grant" be made in favor of the United States of America and that the Secretary be authorized to sign it. The Commission approved the recommendation.

The Commission considered and, following the favorable recommendation of the Chief Counsel, approved a "License Agreement" with Crown Zellerbach Corporation granting to the State the right to enter and explore for road materials on 20 acres of Crown Zellerbach property in the NE¹/₄ of Section 21, Township 4 North, Range 9 West, W. M., in Clatsop County. The Commission authorized the Secretary to sign the agreement in their behalf.

Authority was granted by the Commission to the Chief Counsel to petition the Lane County Planning Commission to change the zoning of a one-acre tract of land on the Junction City-Eugene Section of the Pacific Highway East at Bethel Road from public property to C-3 Classification (light industrial.)

A request was made by the Chief Counsel to petition the Medford Irrigation District to include in the District six acres of land located in the Barnett Road Interchange on the Pacific Highway in Jackson County. The "Petition for Inclusion", he stated, is necessary to secure water for irrigating highway property in that area. The Commission approved the petition and authorized the Secretary to sign it in their behalf. The Commission also approved payment as due of the per acre pro rata share of outstanding bonds and annual assessments.

The Chief Counsel presented to the Commission his recommendations to settle at compromise amounts, claims for damages against the Commission. The Commission approved settlements as follows:

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- (1) R. E. McManus against the Commission and Roy L. Houck & Sons for damage to an irrigation system near Footh Creek on the Pacific Highway in Jackson County for \$750 plus grant of easement for a water pipe across State property. A complete release is to be given.
- (2) David M. Moncrieffe for drainage water damage on the Lowell Street-21st Avenue Unit of the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, for the sum of \$1,505. This claim involved destruction of a retaining wall. A complete release is to be given.
- (3) Roy Stevens for \$2,750 damages incurred through loss of irrigating water caused by construction of the Salem Bypass Section of the Pacific Highway in Marion County. The Chief Counsel stated that irrigating water could not be secured for about one year. Mr. Stevens had originally demanded \$5,000 for loss of hay but has now agreed to settle for \$2,750. A complete release is to be given.
- (4) Eugene Tuley for \$750 for extra compensation in demolishing and removal of buildings on the Astoria Bridge Section of the Oregon Coast Highway in Clatsop County. The Chief Counsel recalled that bids had been received for this work and a low bid had been submitted by Tuley for \$3,200. All bids were rejected as being too high. Subsequently, he said, a State employee negotiated with Mr. Tuley and got him to agree to perform the work for \$1,000. Mr. Tuley claims that this bid was too low and that he should be entitled to \$750 additional.

Consideration was given to a proposal made by Oakway Water District for a compromise settlement of the State's claim of \$2,094.10 for relocation of water pipes in the right of way of the Eugene-Springfield Highway in Lane County. The Chief Counsel recalled that the Water District had been requested to move the pipes but had not done so in time for construction operations so the moving was performed at State expense. He recommended that their proposal to settle the claim for 75 percent of the total cost, or \$1,570.56, be accepted. The Commission accepted the settlement.

An agreement with Bonneville Power Administration concerning a crossing of a Bonneville transmission line easement on the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County was discussed. The agreement, the Chief Counsel stated, is the routine type of agreement usually entered into with Bonneville Power Administration and he recommended that it 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 he had made award of contracts which had been referred to him by the Commission to award when certain conditions have been fulfilled. These conditions, he stated, have been met. The Commission confirmed award of the following contracts:

- (1) Medford Traffic Signals at Barnett Road and Riverside Avenue on Pacific Highway in Jackson County. Bids received August 27, 1963. Contract No. 6335 awarded September 16, 1963, to Madson and Stokes, Roseburg, low bidder.
- (2) Grand Avenue Overcrossing on Pacific Highway in Multnomah County. Bids received August 13, 1963, Contract No. 6336 awarded September 23, 1963, to Lord Bros. Contractors, Inc., Portland, low bidder.

Attention was given to a resolution adopted by the Waldport City Council requesting a crosswalk across the Oregon Coast Highway in Lincoln County near The Iron Kettle Restaurant in Waldport. The Engineer commented that the request calls for a midblock crosswalk and an investigation indicates that it should be established. The Commission approved the crosswalk at a point 406 feet south of M. P. 156.

A request from Grant County to purchase the steel truss portion of the old Moores Ranch Bridge over the John Day Highway between Dayville and Mt. Vernon in Grant County, was discussed. The Engineer pointed out that in the past it has been the policy to offer steel bridge structures which can not be used on state highways to the County in which the bridge is located. The Highway Department has no need for this truss which weighs approximately 50 tons, and he recommended that it be sold to Grant County for five cents per pound. The Commission approved the sale.

Attention was given to a claim submitted by Mr. A. N. Anderson of Clatskanie for damage to his timber in the amount of \$40. This claim, the Engineer stated, was caused by the operations of the State's contractor, Kuckenberg Construction Company, in moving heavy equipment into a slide area on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999. As the contractor moved into the area under the State's direction he felt it proper the claim be paid and so recommended. The Commission approved payment of the claim which covers the loss of 2,000 board feet of timber.

A request from the City of Beaverton in Washington County for installation of traffic signals at the intersection of the Tualatin Valley Highway and Hall Street in the City of Beaverton, was presented by the Engineer. He stated that an investigation indicated that traffic signals are warranted and he recommended that they be installed at an estimated cost of \$14,000 with the understanding that the City of Beaverton is to pay one-half the cost of installation and provide all future maintenance and power consumption. The Commission approved the signal installation and authorized the Secretary to sign an agreement with the City.

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The Engineer reported that a survey has been completed on the Tualatin River Bridge Section of the Beaverton-Tualatin Secondary Highway near the community of Tualatin in Washington County. The survey, he said, covers a section 0.29 mile in length around a temporary bridge built a few years ago when the previous bridge was damaged by a truck accident. He recommended that the survey be approved and that the project be placed on the State Construction Program within the next year or two. The Commission approved the survey and thereupon adopted "Survey Resolution No. 275", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission gave attention to a petition from residents of Agate Beach requesting installation of rest-room facilities near a parking area at Agate Beach on the Oregon Coast Highway in Lincoln County, or closure of the area for parking. The parking area, the Engineer said, was constructed in 1948 under an agreement with Lincoln County in which the State constructed the parking area and connecting trails to the beach, and the County agreed to provide right of way for footpath construction and maintenance of the footpath. The parking area has been very popular and several requests have been received in the past for rest-room construction. There is inadequate space for installation of flush-type latrines on public lands now owned and the Lincoln County Sanitarian has stated that he cannot recommend installation of a flush-type latrine because of adverse soil conditions. He indicated he would approve a vault-type construction; however, the chemical latrines have not proved satisfactory under heavy use. The Engineer also pointed out that the parking area is not in any sense a roadside park and should the Commission grant the request in this instance there would probably be many other requests just as urgently needed. For these reasons and because of a lack of funds for much needed highway improvements, he recommended that the request be denied. The Commission accepted his recommendation.

A resolution was presented to the Commission whereby the City of Paisley is allowed to accrue State Tax Street Fund allocations for the second six months of 1962 and first six months of 1963. Such procedure, the Engineer stated, allows the smaller cities to accumulate funds over a period longer than six months so that they can perform a larger type project. Following his favorable recommendation, the Commission approved a State Tax Street Fund Resolution for the City of Paisley, which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Requests for increases in the number of workdays within which to complete highway contracts without assessment of liquidated damages, were presented by the Engineer. Each request has been carefully investigated and he made his recommendation as to action to be taken. After considering the Engineer's report, recommendation and other available information, the Commission took action on the requests as follows:

- (1) Southern Oregon Crushing Company, Contract No. 6172 for grading, paving, roadside improvement and signing on the Valley of the Rogue Park Interchange on the Pacific Highway in Jackson County, requested an increase

from 60 to 100 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 the increase of workdays.

- (2) Buswell Bros., Contract No. 6206 for grading on the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County, requested an increase from 100 to 140 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request.
- (3) Buckley Bell Construction Company, Contract No. 5997 for grading on the Jackson Creek Section of the Netarts-Sand Lake Road in Tillamook County, requested an increase from 70 to 74 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request.
- (4) M. J. Brassfield and B. and F. Construction Corporation, Contract No. 6028 for grading, paving and structures on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County, requested an increase from 135 to 155 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 6 workdays, the amount required for completion of the contract.
- (5) Logan, Taylor and Company, Contract No. 6266 for grading and surfacing on 166th Place-East Burnside Road Section of FAS 641 (Stark Street) in Multnomah County, requested an increase from 60 to 64 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request.
- (6) Roy L. Houck Sons' Corporation, Contract No. 5812 for grading, paving, and signing on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, requested an increase from 230 to 260 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 5 workdays which covered completion of the contract. A letter was presented from the Bureau of Public Roads concurring in the extension of time.

The Engineer reported that Contract Nos. 5831, 5961, 5990, 5997, 6007, 6021, 6047, 6071, 6076, 6083, 6091, 6096, 6148, 6153, 6159, 6196, 6238, 6257, 6258, 6265, 6266, 6269, 6274, 6283, 6290, 6291, 6304, 6306 and 6308 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof and 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 "Contracts Completed Resolution No. 126", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer presented for the Commission's consideration a list of projects comprising a Forest Highway Program for the fiscal year ending July 1, 1965. He stated that a meeting had been held in his office October 3, 1963, with representatives of the Bureau of Public Roads and the U. S. Forest Service and the proposed program had been agreed upon. Mr. Blackwell representing the U. S. Forest Service and Mr. Parsons representing the Bureau of Public Roads were present and stated that they recommended approval of the program. Following the favorable recommendation of the State Highway Engineer, the Commission approved the following Forest Highway Program:

OREGON

FOREST HIGHWAYS FY-1965 PROGRAM

Unprogrammed Balance - Previous Fiscal Years (10-2-63)	\$ 60,371
FY-1965 allotment - Available for Programing	<u>4,545,904</u>
Total available for Programing	\$4,606,275
Revise FY-1963 Project 53-1(2). Lake of the Woods Funds available \$806,000. Funds required \$1,596,000 (Revised project provides "Black Base & Plant Mix Paving")	<u>-790,000</u>
Revised total available for programing	\$3,816,275

NEW PROJECTS

Route & Project No.	Name	Type & Section	Length	
3-1(6)	Oregon Coast (Post Constr.)	Neskowin-Otis	Slide Correction	250,000
17-1(3)	Crater Lake Hwy.	Base & Pave Pave	6.7 mi.) 1.5 mi.)	880,000
22-1(3)	McKenzie Hwy.	Grade-Base-Pave Mill Cr.-easterly	4.0 mi.	850,000
46-6(2)	Cascade Lakes	Base & Pave. Kiwa Spgs.-Bachelor Butte	10.1 mi.	500,000

(Oregon - Forest Highways FY-1965 Program - Cont.)

Route & Project No.	Name	Type & Section	Length	
55-1(1)	Clackamas Sec.	Estacada - easterly	FHF \$300,000) O&C 250,000) State 100,000)	300,000
48-1(1)	Klamath Lake West Side	Gr.-Base-BST Rocky Point-northerly	2.5 mi.	300,000
49-1(2), 2(2)	Mt. Hood Hwy.	Bit. Paving Polallie Cr.-southerly	6.8 mi.	350,000
Lump Fund Surveys				<u>200,000</u>
Total				\$3,630,000
Unprogrammed Balance				186,275

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Concerning Bureau of Public Roads jobs, particularly the project south of Neskowin on the Oregon Coast Highway in Tillamook and Lincoln Counties, and grading on Lake of the Woods Highway in Jackson County, Chairman Jackson commented that these projects have been under construction for a considerable length of time and it was his feeling that the Bureau should see to it that their contractors complete the projects within the specified time limits. The State and the general public, he said, suffer a financial loss when use of the new routes is unduly delayed. Mr. A. W. Parsons, Division Engineer for the Bureau of Public Roads, stated that their contracts do carry a penalty clause similar to the one included in State Highway contracts. He suggested that the objections voiced by the Chairman be submitted in letter form. The Chairman stated that they would.

Abandonment resolutions covering two sections of state highways were presented by the Engineer. These resolutions, he said, outline disposition of the old highway sections when the new ones are completed. The new sections are now completed and open to public travel and he recommended that the old highway sections be abandoned as provided in the resolutions. The Commission accepted his recommendation and thereupon adopted the following "Abandonment and Retention Resolution Nos. 401 and 411", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Crawfordsville Bridge Section of the Halsey-Sweet Home Highway No. 212 in Linn County. (See "Abandonment and Retention Resolution No. 401").

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- (2) Mud Hollow-Thornberry Section of the Sherman Highway No. 42 in Sherman County. (See "Abandonment and Retention Resolution No. 411").

An agreement with Union Pacific Railroad Company concerning a crossing of the Heppner Branch on the North Unit of the Heppner Junction Interchange Section of Interstate Highway No. 80N in Gilliam County was presented by the Engineer. The agreement, he said, is a normal railroad-highway agreement involving a grade separation and he recommended that it be approved. The Commission approved the agreement.

Attention was given to a revocable permit with Novak Supply Company to cover a four-inch encroachment of their property on State Highway right of way at 2935 South Sixth Street in Klamath Falls, Klamath County, which is also the route of the Klamath Falls-Lakeview Highway. The Engineer stated that it is apparent the infringement arose from a misunderstanding on the location of a previously constructed sidewalk. Loss of the four-inch strip, he stated, is not detrimental to highway use. Based upon his favorable recommendation, the Commission approved a "Revocable License Agreement" in favor of Novak Supply Company and authorized the Secretary to sign it in their behalf.

Consideration was given to a request from the National Academy of Sciences for payment to them by the State of \$43,580 as Oregon's share of the National Cooperative Highway Research Program for the 1964 fiscal year. The Engineer remarked that the State had participated in this program last year and he felt that the research would benefit the State substantially. He recommended that the State participate as requested and the funds be taken from Highway Planning Survey Funds. The Commission accepted his recommendation and authorized the Secretary to sign a supplemental agreement with the National Academy of Sciences.

Establishment of new speed zones and revisions in existing speed zones where traffic and roadside conditions have changed were presented by the Engineer. The proposed speed zones, he said, have been carefully investigated in order to provide the greatest safety and convenience for the traveling public. The Commission approved the following speed zones covered by "Speed Zone Resolution Nos. 408 through 416", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 45-mile-per-hour speed zone on the Cascade Highway in the community of Liberal in Clackamas County. (See "Speed Zone Resolution No. 408").
- (2) 70-mile-per-hour speed zone on the Yoncalla Interchange-Rice Hill Section of the Pacific Highway in Douglas County. To be effective when construction is completed and signs are installed. (See "Speed Zone Resolution No. 415").
- (3) 40-mile-per-hour speed zone on the Modoc Point Highway through the community of Modoc Point in Klamath County, and rescinding of an existing 25-mile-per-hour speed zone. (See "Speed Zone Resolution No. 409").

- (4) 70-mile-per-hour speed zone on the Cottage Grove Interchange-Divide Interchange Section of the Pacific Highway in Lane County. To be effective when construction is completed and signs are installed. (See "Speed Zone Resolution No. 416").
- (5) 35-mile-per-hour speed zone on the Dillard Highway through the community of Dillard in Douglas County, and the rescinding of an existing 25-mile-per-hour speed zone. (See "Speed Zone Resolution No. 410").
- (6) 35-mile-per-hour and 45-mile-per-hour speed zones through the community of Fort Klamath on the Crater Lake Highway in Klamath County and the rescinding of an existing 25-mile-per-hour speed zone. (See "Speed Zone Resolution No. 411").
- (7) 40-mile-per-hour speed zone through the community of Crawfordsville on the Halsey-Sweet Home Highway in Linn County, including a 20-mile-per-hour school zone and the rescinding of an existing 25-mile-per-hour speed zone. (See "Speed Zone Resolution No. 412").
- (8) 45-mile-per-hour speed zone on the Oregon Coast Highway north of Florence in Lane County, and the rescinding of "Speed Zone Resolution No. 117", adopted August 6, 1953. (See "Speed Zone Resolution No. 413").
- (9) 50-mile-per-hour and 65-mile-per-hour speed zones on the Redwood Highway west of Grants Pass in Josephine County, and the rescinding of "Speed Zone Resolution No. 100B", adopted December 12, 1960. (See "Speed Zone Resolution No. 414").

The Commission confirmed prior approval of an agreement with Cole & Weber for advertising services to June 30, 1964 and authorized the Secretary to sign the agreement in behalf of the Commission.

The Commission approved the minutes of the meeting held in Salem on August 29, 1963.

The date for the next regular Commission meeting was set for Wednesday, November 20, 1963, in the Conference Room of the State Highway Building in Salem, and a tentative date for the following meeting was set for Wednesday, December 18, 1963.

The Engineer presented to the Commission a summary of bids received October 8, 1963, for highway construction. For each project he mentioned the number of bids received, the name of the low bidder and the amount, the estimated cost, and his recommendation as to award, referral or rejection of the bid. At 10:20 a.m., the Commission awarded contracts as follows and authorized the Secretary to sign the contracts in their behalf:

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BIDS RECEIVED IN SALEM ON OCTOBER 8, 1963

"Paving on N. Unit, Astoria-Camp Rilea Section of Oregon Coast Highway south of Astoria in Clatsop County. FAP No. F-115(19). Three bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$380,038.80.

"Bend Traffic Signals, E. Third St. at Franklin St. in Deschutes County. State Project. This project was withdrawn from letting.

"Grading and paving on Drain ("C" Street) Section of city street in Douglas County. State Project. One bid was received. The Commission awarded the contract to the low bidder, Bay Pavers, Inc., North Bend, at \$12,439.80.

"Structure, grading and paving on Days Creek Bridge Section of Tiller-Trail Highway in Douglas County. State Project. Five bids were received. The Commission elected to accept the low bid of Stach Construction Company, Grants Pass, in the amount of \$82,413.00 and directed the State Highway Engineer to award the contract, providing satisfactory arrangements can be made with the low bidder to construct a sidewalk on the structure.

"Grading, paving and signing on E. Unit, Arlington-Heppner Jct. Interchange Section of Columbia River Highway in Gilliam County. Federal-aid Interstate Highway Project No. I-80N-4(14)139. Six bids were received. The Commission elected to accept the low bid of Rogers Construction, Inc., Portland, in the amount of \$1,240,223.35 and directed the State Highway Engineer to award the contract upon approval of the Corps of Army Engineers.

"Stone base and oiling on Blalock-Arlington Section of Columbia River Highway in Gilliam County. Federal-aid Interstate Highway Project No. I-80N-4(13)130. Twelve bids were received. The Commission elected to accept the low bid of Materne Bros. Co., Spokane, Washington, in the amount of \$811,667.00 and directed the State Highway Engineer to award the contract to said bidder upon approval of the Corps of Army Engineers.

"Roadside improvement on Mitchell Point-Hood River Section of Columbia River Highway in Hood River County. Federal-aid Interstate Highway Project Nos. I-80N-2(32)56 and I-80N-3(38)61. Two bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz & Son, Portland, at \$36,733.80.

"Roadside improvement on 12th St.-N. Ashland Interchange Section of Pacific Highway in vicinity of Medford in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(51)18. Two bids were received. The Commission awarded the contract to the low bidder, Spragues' Incorporated, Lynnwood, Washington, at \$108,020.59.

"Roadwork, site development and overnight camping facilities on The Cove Palisades State Park (Relocation), in Jefferson County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Mann Construction Co., Redmond, at \$333,474.50.

"Madras Rock Production Project on The Dalles-California, Warm Springs, Madras-Prineville and Culver Highways in Jefferson County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Lee F. Philpott, Eugene, at \$28,500.00.

"Grading, paving and structures on "Q" Street-McKenzie Highway Section of Springfield Highway in Springfield in Lane County. FAP No. US-441(3). Two bids were received. The Commission elected to accept the low bid of Inter-City Construction Co., Eugene, in the sum of \$358,718.80 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.

"H. B. VanDuser Forest Corridor Wayside on the Salmon River Highway in Lincoln County. State Project. One bid was received. The Commission awarded the contract to C. M. Corkum Co., Inc., Portland, at \$41,990.00.

"Lebanon Traffic Signals, Main St. at Oak St. in Linn County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Trowbridge Electric, Roseburg, at \$4,990.00.

"Little Pudding River Timber Trestle Bridge, Brooks-Labish Road in Marion County. Federal-aid Project No. S-501(1). Twelve bids were received. The Commission elected to accept the low bid of Willamette Tug & Barge Co. in the sum of \$271,775.50 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 \$61,200.00 is deposited by the County.

"Six interchange ramps on West Marquam Interchange Unit of Pacific Highway in Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(50)301. Eleven bids were received. The Commission elected to accept the low bid of Peter Kiewit Sons' Co., Vancouver, Washington, in the sum of \$4,565,687.40 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.

"Minnesota Freeway Undercrossings of Lombard Street and North Portland Boulevard in Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(49)306. Six bids were received. The Commission awarded the contract to the low bidder, Birkemeier Construction Co., Milwaukie, at \$281,503.00.

"N. E. 122nd Ave. Overcrossing of Marine Drive in Portland in Multnomah County. FAP No. S-255(7). Seven bids were received. The Commission elected to accept the low bid of Inland Construction Co., Milwaukie, in the sum of \$45,225.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Multnomah County is received and the sum of \$9,500.00 is deposited by the County.

"Vista Ridge Pilot Tunnel Section of Sunset Highway in Portland in Multnomah County. FAP No. U-318(7). Seven bids were received. The Commission awarded the contract to the low bidder, Coast Contractors, Inc., Lake Oswego, at \$79,400.00.

"Grading on Biggs-Rufus Section of Columbia River Highway in Sherman County. Federal-aid Interstate Highway Project No. I-80N-3(37)102. Eleven bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$2,764,553.00.

"Stone base, oiling, paving and signing on The Dalles-Fifteenmile Creek Section of Columbia River Highway in Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(39)81. Six bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at \$646,279.05.

Termination of an agreement with Southern Pacific Company was presented by the Engineer concerning removal of flashing light signals at Eagle Point on the Crater Lake Highway in Jackson County. The agreement, he said, has been in effect since 1948, but the signals were removed in April, 1962, and the Railroad Company desires to formally terminate the agreement, and he so recommended. The Commission approved the termination of the agreement and authorized the Secretary to sign it in their behalf.

An abandonment agreement with Wasco County was considered in which the County agrees to take over five old sections of the Eightmile Creek-Tygh Valley Section of The Dalles-California Highway in Wasco County when the new highway sections are completed. In addition to the disposal of the old sections of highway, the Engineer stated that the agreement also provides that as soon as approved by Jefferson County, and following completion of the Eightmile Creek-Tygh Valley Section of The Dalles-California Highway, the State shall adopt as a state secondary highway the Lower Antelope County Road from its junction with The Dalles-California Highway in Jefferson County to its junction with the Shaniko-Fossil Highway in the City of Antelope, covering approximately 13.5 miles. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered an agreement with the engineering firm of Parsons, Brinckerhoff, Quade and Douglas of New York City for preparing preliminary designs for the proposed Fremont Bridge across the Willamette River on Interstate 405 in Portland, Multnomah County. The Engineer stated that because of the heavy work load in the State Highway Bridge Division, it appeared advantageous to have this work performed by a consulting firm. The cost, he said, is estimated at not more than \$87,500 and tentative verbal approval has been given by the U. S. Bureau of Public Roads. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

For the record, the Chief Counsel reported that subsequent to the August 29, 1963, Commission meeting he had reversed his recommendation to sell at public sale two parcels of land on the Rinehart Creek-Frankport Section of the Oregon Coast Highway in Curry County. He commented that bids had been received April 23, 1963, but the high bid submitted by R. J. Tweedy had been rejected because of a misunderstanding of the terms of the sale. Further investigation disclosed facts not known at the August meeting which he felt justified the sale to Mr. Tweedy. The Commission approved sale of the property to Mr. Tweedy for the sum of \$2,925.00 which is the amount he had bid.

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Chairman Jackson declared a recess at 10:40 a.m., and the meeting was reconvened with the same persons present at 11:00 a.m.

A delegation representing the Tillamook County Court, the Tillamook Chamber of Commerce, and others came before the Commission to urge reconstruction of the Oregon Coast Highway north of Neskowin. The following persons were present: Earl K. Sweet, Chairman of Highway Committee of Chamber of Commerce; Clay Myers, County Judge; William Dunn, President of County Chamber of Commerce; Edwin C. Kiekhaefer, County Chamber of Commerce, City Council; Burford Wilkerson, Manager, County Chamber of Commerce; Hans Paulson, City Manager; all from Tillamook. Mr. Sweet, who acted as spokesman, introduced the other members of the delegation and stated that the group represents the predominate thinking in Tillamook County in considering this as their No. 1 highway project. He urged that the project be continued northward from the newly constructed section at Neskowin through Pacific City. A resolution, he said, has been presented outlining the value of the improvement to Tillamook County. He also commented that less than 20% of the acreage in Tillamook County is privately owned and that several lumber mills have shut down because of the lack of timber. As the County does not have a diversity of natural resources, he urged that tourism be encouraged by additional highway construction. He also commented that investors who might otherwise be interested refuse to make commitments until the actual location of the new highway section is known. He expressed confidence of the group in the judgment of the Commission in making highway allocations and urged that their project be given careful consideration. Chairman Jackson complimented the group on their presentation and stated that increased demands for highway construction had forced the Commission to re-evaluate highway needs and this study is now being conducted. He assured the delegation that all factors would be considered in evaluating their project.

Mr. W. W. Marsh and Mr. George Mitchell, both of Portland, representing the Oregon Timber Carnival Association appeared before the Commission concerning participation in the New York World Fair. Mr. Marsh stated that his association is planning a timber carnival show in New York at which it is planned that four shows a day will be presented and that a wood products exhibit is also contemplated. It was his feeling that the State Highway Department Travel Information Division should be included as a major part of the timber carnival as well as the Department of Planning and Development headed by Sam Mallicoat. Under existing plans, space has been allowed for the Travel Information Division at no cost and the Association plans to furnish personnel to man the booth and hand out literature. He showed a plan of the building and stated that Governor Hatfield had been requested to designate the carnival show as an official Oregon exhibit. He explained that the Timber Carnival Association is a private corporation financed by several individuals, and if the carnival can be classed as an official exhibit, the land on which the carnival is to be shown will be furnished without cost. Chairman Jackson commented that before the Commission could take action in this matter they must be assured of the character of the corporation and have a clarification of the cost to the Commission. Also any presentation to be made involving the Highway Department must be approved by the State Highway Commission. The Commission, he stated, will look into the matter.

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Commissioner Fridley complimented the Assistant State Highway Engineer, Tom Edwards, and the Maintenance Division on good work that has been performed. He commented particularly that shoulder widening projects, widening of the highway roadbed on curves and half-soling of existing surfaces had produced very good results. He also mentioned that the attitude of the maintenance crews in performing their work is very good. Chairman Jackson and Commissioner Simpson stated that they agreed completely.

Mr. Rodney W. Miller, Salem attorney, and Mr. Don Cannon, came before the Commission regarding proposed access to the Cannon property on the North Santiam Highway, westerly from the Salem Bypass (I-5). Mr. Miller stated that he was representing the firm of Williams and Skopil, and presented a map showing the location of the proposed access. Mr. Cannon, he said, is in the livestock business and trucks hauling livestock in and out of his place of business creates a hazard to traffic at the present point of access. Visibility at this location is bad and the trucks should not be required to make a left turn. He requested a point of access 1,000 feet to the east. He also commented that value of the property is hurt by the present access as investors take a look at the existing set up and show no further interest. Chairman Jackson pointed out that this section of the North Santiam Highway was constructed with limited access and that Mr. Miller's request if granted would in effect repudiate this policy. The Commission, he said, feels that the existing access policy should not be broken, however, a careful study will be made for a possible alternate solution.

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

"Indenture of Access" to the James A. and Mary S. Hunt property on the Dufur Gap Section of The Dalles-California Highway.

"Indenture of Access" to the E. P. & Catherine Richardson property on the Firwood Creek-Cedar Creek Unit of Sandy-Forest Boundary Section of Mt. Hood Highway in Clackamas County.

"Indenture of Access" to the International Paper Company for a parcel of land on the Elbow Lake-Gardiner Section of Oregon Coast Highway in Douglas County.

"Indenture of Access" to the Arthur J. and Esther J. Poulin property on the Tigard-Newberg Section of Pacific Highway West in Washington County.

"Indenture of Access" to the Harley and Martha Lammers property on the Harper Jct.-Burrell Ranch Section of Central Oregon Highway in Malheur County.

"Indenture of Access" to the Emily Sijota and the Salishan Properties Inc. for a parcel of land on the Siletz Bay Miner Creek Section of the Oregon Coast Highway in Lincoln County.

"Indenture of Access" to the Cottonwood Land and Cattle Company, Inc. for a parcel of land on the Harper Junction-Burrell Ranch Section of the Central Oregon Highway in Malheur County.

"Indenture of Access" to the Frank and Elizabeth M. Sijota and the Salishan Properties, Inc. for a parcel of land on the Siletz Bay Miner Creek Section of the Oregon Coast Highway in Lincoln County.

"Indenture of Access" to the Earl M. Hall and Wendell Gronso property on the Sage Hen Hill-Burns Section of the Central Oregon Highway in Harney County.

"Indenture of Access" to the Lester and Myrl Long property on the Foster Section of the Santiam Highway in Linn County.

"Grant of Access" to the M. M. and Frances D. Huggins property on the Table Rock Road-12th Street Section of Pacific Highway in Jackson County.

"Grant of Access" to Jefferson County to property on the Lyle Gap-Willowdale Unit, Willowdale-Madras Section of The Dalles-California Highway in Jefferson County.

"Revised Agreement" with Bonneville Power Administration for two crossings of their power line easement between Albany and Judkins Point on Pacific Highway in Linn County.

"Release of Easement" to J. F. Modlin releasing a portion of State's easement rights to deposit silt on land adjacent to a quarry site on Straw-bridge Creek Section of Salmon River Highway in Lincoln County.

"Agreement" with Union Pacific Company covering a crossing on the Heppner Branch in connection with the North Unit of the Heppner Junction Interchange Section of Interstate Highway 80-N.

"Bargain & Sale Deed" to James and Freeta Coltrin for a parcel of land on the Turkey Hill-Rice Hill Section of Pacific Highway in Douglas County.

"Bargain & Sale Deed" to Arthur and Mary Jean Lindh for a parcel of land on the Gunnell Road-Robertson Bridge Section of Rogue River Loop Highway in Josephine County.

"Quitclaim Deed" to Lincoln County for property on the Corvallis-Newport Highway in Lincoln County.

"Bargain & Sale Deed" to Noah and Zelda Cosner for a parcel of land on the Goshen-Divide Section of Pacific Highway in Lane County.

"Bargain & Sale Deed" to June C. Pratt for a parcel of land on the Grants Pass-Rock Point Section of Pacific Highway in Josephine County.

"Bargain & Sale Deed" to Theron L. Hedgpeth (Trustee) for a parcel of land on the E. Bank Freeway Section of Pacific Highway in Multnomah County.

"Grant of Easement" to R. E. McManus for a water pipe line or ditch over State property on Footh Creek, Pacific Highway, Jackson County.

"Grant of Easement" to Peninsula Drainage District #2 to property on N. Portland Harbor-Russell Street Section of Pacific Highway in Multnomah County.

"Abandonment Agreement" with Wasco County covering the Eightmile Creek-Tygh Valley Section of The Dalles-California Highway, Wasco County, designation of Lower Antelope Co. Road in Jefferson and Wasco Counties as a state Secondary Highway.

"Agreement" with the Oregon State Game Commission requesting a license to use property on the Weston Section of the Weston-Elgin Highway in Umatilla County for fish and wildlife management purposes.

"Assignment and Agreement" with Erland & Blickle Co. requesting transfer of all the rights and obligations of Erland & Blickle Co. to M. A. Erland and Joseph Blickle, concerning Contract No. 5937.

"Agreement" with Bonneville Power Administration for the Boardman Junction-Irrigon Section of the Columbia River Highway, Morrow County, crossing Bonneville's transmission line easement.

"Revocable License Agreement" with Novak Supply Company providing a four-inch encroachment on the right of way of the Klamath Falls-Lakeview Highway at 2935 South Sixth Street in Klamath Falls.

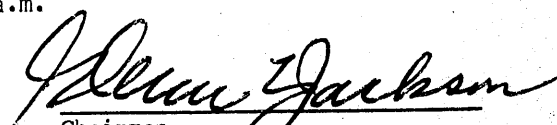
"Agreement" with Southern Pacific Co. terminating agreement covering flashing light signals at Eagle Point on Crater Lake Highway, Jackson County.

"Agreement" with Parson, Brinckerhoff, Quade and Douglas of New York City for preparing preliminary designs for the proposed Fremont Bridge on Interstate 405 in Portland.

"Supplemental Agreement" with National Academy of Sciences for carrying on Oregon's share of National Cooperative Highway Research program.


There being no further business to consider, Chairman Jackson declared the meeting adjourned at 11:50 a.m.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

October 10, 1963

Salem, Oregon
November 22, 1963

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, 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
Floyd Query, Secretary

Also present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; D. H. Moehring, Assistant Right of Way Engineer; and H. S. Cox, City and County Engineer.

The Right of Way Engineer presented for consideration options, pages 1 through 37, secured for acquisition of real property needed for state highway use or for other purposes. He stated that to the best of his knowledge the firm of Norris, Beggs and Simpson, of which Commissioner Simpson is a member, is not involved in any of these transactions. After carefully considering the individual options as presented, Chairman Jackson and Commissioner Fridley approved closing the options at the prices given therein and thereupon adopted "Right of Way Resolution No. 9" which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting on this matter to avoid any possible conflict of interest in which he might be involved.

The Property Manager's Report covering sales of miscellaneous properties and rental receipts since the last Commission meeting were presented by the Right of Way Engineer. Miscellaneous sales since the last meeting amounted to \$11,921.68; land sales \$20,250.00; timber sales \$382.50; and rental receipts for October amounted to \$19,375.47. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale two parcels of property no longer needed for highway purposes. These parcels, he said, have been cleared through administrative channels as to need and the minimum sale prices have been determined by careful appraisal. The Commission authorized public sale of the following parcels of property:

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- (1) 10,000 square feet of land, File No. 24386, in Cornelius on the south side of N. W. First Street, approximately 330 feet west of 7th Avenue on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, for not less than \$800. Access is to be granted at two points. No Federal funds were used in acquisition of this property.
- (2) 71 acres of land, File No. 24106, on the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, approximately $1\frac{1}{2}$ miles north of the Wallace Bridge Interchange, for not less than \$7,100. This price is based upon an offer which exceeds the appraised valuation. Sale is subject to a limitation of access which will require joint use of an existing road approach at Station 319+50. No Federal funds participated in the acquisition of this property. The Commission authorized this sale by adopting "Real Property Resolution No. 400", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Right of Way Engineer also requested authority to make direct sales of certain properties which are no longer required for highway purposes. Disposal of these properties has been cleared through the administrative office and values have been determined by appraisal. Public sale of the properties, he added, is not feasible because of geographic location, size and shape of the properties. The Commission approved the sale of the following parcels:

- (1) 1,066 square feet of land, File No. 22513, on the westerly side of the Harbor Drive-City Limits Unit, Harbor Drive-Barbur Boulevard Section of the Pacific Highway at Southwest Logan and Southwest First Streets in Portland, to the City of Portland for park purposes, for the sum of \$225. No Federal funds were used in the purchase of this property and the sale has been approved by the Bureau of Public Roads.
- (2) 8,125 square feet of land, File No. 24988, between Engineer's Station 217+70 and Engineer's Station 218+70 at the southeast corner of S. W. 3rd Avenue and S. W. Logan Street on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Portland, to the City of Portland for park purposes, for the sum of \$1,600. The Commission approved the sale of this parcel by adopting "Real Property Resolution No. 401", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

- (3) 0.46 acre of land, File No. P-540, adjoining Humbug Mountain State Park on the Oregon Coast Highway in Curry County, to W. Marion and Lela Hubbs, adjoining property owners, for the sum of \$500. The Right of Way Engineer explained that the parcel is a long narrow strip along the southerly boundary of the park and due to an erroneous land survey the abutting property owners have constructed their house and driveway so as to create a minor encroachment upon the park property. The proposed sale will eradicate the encroachment caused by the unintentional error in the survey.
- (4) 1.65 acres and 5.21 acres, File Nos. 36185 and 33933, on the Rufus-Umatilla Section of the Columbia River Highway in Sherman County, to the U. S. Army Engineers, for the sum of \$325. The 1.65 acres tract consists of a section of the old Columbia River Highway right of way and the 5.21 acres is an exhausted quarry site. The amount offered is more than the State's appraisal value.

"Indentures of Access" were presented by the Right of Way Engineer to correct the records to conform to the actual construction of road approaches, or to provide changes in location for better service to the owners, and for the safety of the traveling public. These changes, he said, are consistent with Highway Department policies and have been approved by the Division Engineer of the Bureau of Public Roads. The Commission approved the following "Indentures of Access":

- (1) Clackamas County property, File No. 12340, on the Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County, for a change in location of one point of access at Station 910+80 granted but not constructed in 1953 to Station 912+26, which is the Salmon Creek County Road, and unrestricted as to use.
- (2) Terminal Ice and Cold Storage Company property, File No. 13901, on the Salem-Hayesville Section of the Pacific Highway East in Marion County, for a change in location of one point of access, 40 feet in width, and unrestricted as to use.
- (3) Glos property, File No. 20055, on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County, for a change in location of one point of access with an increase in width to 35 feet and unrestricted as to use.

- (4) Lydiard property, File No. 30581, on the Table Rock Road-12th Street Unit, Seven Oaks-Ashland Section of the Pacific Highway in Jackson County, for a change in location of one point of access and an increase in width to 35 feet, unrestricted as to use.
- (5) Wilcox property, File No. 34257, on the McMinnville Section of the Three Mile Lane Highway in Yamhill County, for a change in location of one point of access with an increase in width to 35 feet to correct the records for changes made during construction, and unrestricted as to use.
- (6) Beeline Refining Company, File No. 17084, on the La Grande-North Powder Section of the Oregon Trail Highway in Union County, for a release of three points of access and granting of two other points of access 45 feet in width, unrestricted as to use.

A "Grant of Access" to the Park property, File No. 34971, on the Canby-Aurora Section of the Pacific Highway East in Clackamas County, was recommended by the Right of Way Engineer. The point of access, he said, is made to serve contemplated development of the abutting property and is in line with highway policies and has also been approved by the Bureau of Public Roads. The Commission approved the access.

The Commission considered a proposed 20-year lease with Josephine County covering a four-acre parcel of property overlooking Savage Rapids Dam and Fish Ladder on the Grants Pass-County Line Section of the Pacific Highway in Josephine County. The Right of Way Engineer commented that Josephine County wishes to clear and maintain the property for use as a public viewpoint. The lease gives the State the right to enter upon the property at any time for construction or maintenance purposes and contains an 18 months termination clause. Following his favorable recommendation, the Commission approved the lease and authorized the Secretary to sign it in behalf of the Commission.

Attention was given to an agreement with the State Board of Forestry for the reciprocal use of quarry sites in Clatsop and Columbia Counties. The Right of Way Engineer explained that the agreement is a renewal and a revision of a 10-year lease that has expired in which the Highway Commission allows the Board of Forestry to use five quarry sites in Clatsop and Columbia Counties containing 53.45 acres. In exchange, the Board of Forestry allows the Highway Commission to use two sites, consisting of 101.5 acres in Clatsop County. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it on behalf of the Commission.

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. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted "Condemnation Resolution Nos. 1839 through 1856", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Chief Counsel's letter entitled "Recommendations for Condemnation," dated November 21, 1963, in the Secretary's Office.)

A report was presented by the Chief Counsel on cases which have been tried in court since the last Commission meeting. In commenting on these cases, he felt that results had been about average. Concerning the Central Paving Co. Case, File No. L-3930 he mentioned that a verdict of \$4,500 had been rendered whereas the State had offered the sum of \$885. He requested and the Commission granted authority to appeal the case to the Supreme Court. It was his feeling that errors had been made in the trial court. The Commission approved the "Report of Cases Tried" 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-4299 John K. Jackson, et al.	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp Spur	\$ 18,500.00	\$25,000.00	\$21,250.00
L-4118 Otto Axel Maki, et al.	Clatsop	Oregon Coast	Astoria Bridge- South Approach Ramp Spur	700.00	5,000.00	1,000.00
L-4313 James Barnett, et al.	Coos		Tugman State Park	4,200.00	36,600.00	10,900.00
L-4333 Harney Farm Development Co., et al.	Harney	Lakeview- Burns	Riley-South	150.00	None	150.00
L-4373 Lincoln Delbert McCaleb, et al.	Lincoln	Corvallis- Newport	West Unit-Coast Range-Summit	50.00	None	50.00
L-4094 Wilfred L. Post, et al.	Lincoln		South Newport State Park	100.00	None	87.00

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4331 Archie E. Bradshaw, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	\$23,500.00	\$40,000.00	\$27,000.00
L-4369 T. A. Riggs, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	15,000.00	22,000.00	21,300.00
L-4070 Roy Altimus, et al.	Yamhill	Three Mile Lane Secondary	Salmon River Junction-East McMinnville	2,030.00	5,800.00	4,150.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4160 Kenneth R. Stone, et ux.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$10,385.00	\$20,000.00	\$15,900.00
L-4342 William Still, et ux.	Clatsop	Oregon Coast	Astoria Bridge-South Approach	275.00	4,500.00	275.00
L-4269 Jack F. Cathcart, et ux.	Jackson	Laurelhurst State Park		100.00	7,500.00	None

(Motion for Voluntary Nonsuit has been filed.)

L-3930 Central Paving Co., et al.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	885.00	5,000.00	4,500.00
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(Authority to appeal requested if study of transcript of trial proceedings substantiates error which is believed to have been committed by trial court.)

(For additional details concerning these cases, see the Chief Counsel's letter dated November 15, 1963, entitled "Report of Cases Tried" and his letter of November 21, 1963, entitled "Supplemental Report of Cases Tried" in the General Files in Salem.

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Concerning the case of State vs. Jack F. Cathcart, he called attention to the fact that a Motion for Voluntary Nonsuit had been filed based on information received from Federal Government authorities that when the Lost Creek Dam on the Rogue River is completed, the tract to be condemned will be inundated along with the larger portion of Laurelhurst State Park for the improvement of which this parcel was being taken. He also commented that the owner is asking \$7,500 for this property whereas the State's value has been set at \$100. The Commission confirmed his action.

The Chief Counsel also presented a Report of Cases which have been settled out of court since the last Commission meeting. All of these settlements, he said, have been approved by the Highway Administrative Review Board and he also recommended that they be approved. The Commission approved the "Report of Cases Settled" which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4286 Roy H. Parmenter, et al. (Reappraised at \$17,370.00)	Clackamas	Pacific East	Canby-Aurora Station	\$14,000.00	\$18,000.00
L-4129 A. Puusti and Company, et al.	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp	30,675.00	33,000.00
L-4232 L. B. Jennings, et ux.	Coos	Coos Bay-Roseburg	Remote-Rock Creek	2,210.00	2,850.00
L-4302 City of Roseburg, (J. M. Housley), et al. (Revised appraisal of \$2,500 reflects value on true basis. Property not landlocked as originally assumed.)	Douglas	Pacific	Sutherlin-Shady	500.00	2,800.00
L-4382 Anlo Penwell and Bertha Penwell	Jackson	Pacific	Medford	185.00	250.00
L-4444 Henry Metz, et ux.	Jackson	Pacific	Wall Creek-Siskiyou Summit Wall Creek-California State Line	225.00	225.00
L-4431 E. G. Quesinberry, et ux.	Linn	Corvallis-Lebanon	Willamette River Bridge Unit-Corvallis-Orleans	575.00	575.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-3762 Marcia Stevens, et vir.	Lane	Pacific	Judkins Point-Goshen	\$ 4,890.00	\$ 6,000.00

(Insustantial increase considering there is some \$700 interest due.)

L-4241 13th and Main Corporation, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	125,000.00) 182,500.00
L-33663 John R. Hand, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	40,000.00	

(Total appraised value \$180,000 with settlement at \$182,500.)

L-4197 Simon Director, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	47,400.00	49,000.00
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L-4345 Sarah Hodes, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	53,150.00	55,000.00
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L-4348 P. K. Investment Co.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	300,000.00	305,000.00
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L-4368 Joseph Gass, et ux.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	12,500.00	12,750.00
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L-4381 Ann H. Rowe, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	85,000.00	87,000.00
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L-4427 Penn C. Crum, et al.	Multnomah	Sunset	Highlands Inter-change-Stadium Freeway	100.00	100.00
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R-33689 Robert Somerville	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	44,500.00	45,500.00
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R-35517 Walter J. Rust, et al.	Lane	Enid Station Road-Prairie Road	Pacific West	200.00	400.00
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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-35659 William L. McCormack, et al.	Lane	McKenzie	Blue River-Mill Creek	\$ 2,100.00	\$2,100.00

REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-4353 State of Oregon	Oakway Water District	Lane	Recovery of Costs of relocation of certain of the District's utilities made necessary by the construction of the Pacific Highway in the vicinity of Coburg.	\$2,094.10	\$1,570.57 (Compromise)

(FOR RECORD ONLY. Approved at October 10, 1963, Commission meeting asAAgenda Item 2-p on the Chief Counsel's Agenda.)

SUPPLEMENTAL REPORT OF CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4272 Mary G. Heise, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	\$ 17,500.00	\$ 18,500.00

L-4290A George Teufel, et al.	Washington	Sunset	Cornelius Pass-Multnomah County Line	3,630.00	15,000.00
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(This is an appeal of case tried in August, 1963, which resulted in verdict of \$14,000, with attorney fees and costs, making a total owed of \$19,305.)

L-4318 Glen R. Smith, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	350.00	550.00
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L-4355 Mary Alice Kletzer	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	17,200.00	17,500.00
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L-4409 Warranty Corp. and Helen Zavin	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	93,750.00	93,750.00
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(Supplemental Report of Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4430 Frances Sherrill, et vir.	Multnomah	Sunset	Highlands Interchange- Stadium Freeway	\$ 100.00	\$ 100.00
L-4009 Georgia-Pacific Corp.	Lincoln	Siletz	Siletz- Newport- Corvallis Highway	4,825.00))))	20,000.00
L-4010 Georgia-Pacific Corp.	Lincoln	Siletz	Siletz- Newport- Corvallis Highway	1,675.00))))	
(Taking consists of some 7 miles of logging railroad right of way which defendant claims is valuable for location and construction of private logging road extending from its mill in Toledo to its timber holdings.)				Total	
L-4388 Ivan Farmer	Jackson	Pacific	South Ashland- Wall Creek	8,700.00	8,000.00
(Settlement also contemplates acquisition by State of a right of way for public road across adjoining property to provide access to Farmer's land.)					
L-4380 Selwyn Bingham, et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	460,000.00	482,500.00

(For additional details see the Chief Counsel's letter of November 15, 1963, entitled "Report of Cases Settled" and his letter of November 21, 1963, entitled "Supplemental Report of Cases Settled" in the General Files in Salem.)

Concerning the George Teufel Case, File No. L-4290A and the Selwyn Bingham Case, File No. L-4380, the Chief Counsel requested and the Commission granted authority to settle at the sums shown when approved by the U. S. Bureau of Public Roads.

The Commission confirmed prior telephonic approval of offers made to the owners for the acquisition of real property prior to the institution of condemnation proceedings as follows:

ANLAUF-YONCALLA JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-34858 - Dare Kingery. Parcel No. 1: 3.0 acres for right of way purposes; Parcel No. 2: 0.42 acre for permanent easement. Offer of \$1,200.00 approved by Mr. Jackson October 25, 1963.

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ARLINGTON-BOARDMAN JUNCTION SECTION OF THE COLUMBIA RIVER HIGHWAY

R-33565 - C. D. Eades, et ux. 4.5 acres for right of way purposes. Offer of \$360.00 approved by Mr. Jackson October 18, 1963.

R-33566 - LaVern Partlow. 5.4 acres for right of way purposes. Offer of \$3,200.00 approved by Mr. Fridley October 28, 1963.

R-34062 - G. H. Hodge and E. M. Hodge. 5.0 acres for right of way purposes. Offer of \$2,750.00 approved by Mr. Jackson October 18, 1963.

R-34062 - Elvin L. Ely, et ux. 2.35 acres for right of way purposes. Offer of \$1,175.00 approved by Mr. Jackson October 23, 1963.

R-34096 - E. R. Ash, et ux. Parcel No. 1: 1.5 acres for right of way purposes; Parcel No. 2: 0.02 acre for permanent easement. Offer of \$5,100.00 approved by Mr. Fridley October 28, 1963.

R-34338 - A. Hug, et ux. 6.5 acres for right of way purposes. Offer of \$5,562.00 approved by Mr. Fridley October 25, 1963.

BLUE RIVER-MILL CREEK SECTION OF THE MCKENZIE HIGHWAY

R-35635 - Cecile McAlister, et al. 6.5 acres for right of way purposes. Offer of \$9,415.00 approved by Mr. Jackson October 23, 1963.

R-35637 - Duncan B. MacDonald. 0.15 acre for right of way purposes. Offer of \$610.00 approved by Mr. Jackson October 17, 1963.

R-35639 - Golden Gate Enterprises. 1.5 acres for right of way purposes. Offer of \$4,020.00 approved by Mr. Jackson October 18, 1963.

R-35640 - Stewart R. Elder, et ux. 2.2 acres for right of way purposes. Offer of \$6,840.00 approved by Mr. Jackson October 17, 1963.

R-35648 - Paul D. Fletcher, et ux. 1.9 acres for right of way purposes. Offer of \$3,950.00 approved by Mr. Jackson October 30, 1963.

R-35664 - Charles E. Angermayer, et ux. 0.3 acre for right of way purposes. Offer of \$900.00 approved by Mr. Jackson October 17, 1963.

R-35665 - Gertrude Kaufman. Parcel No. 1: 3.2 acres for right of way purposes; Parcel No. 2: 0.1 acre for permanent easement; Parcel No. 3: 0.02 acre for permanent easement; Parcel No. 4: 0.04 acre for permanent easement; Offer of \$11,000.00 approved by Mr. Jackson November 1, 1963.

R-35667 - Emmet F. Riordan, et ux. 1.25 acres for right of way purposes. Offer of \$6,550.00 approved by Mr. Jackson October 16, 1963.

R-35669 - Ted E. Shoop. 1.6 acres for right of way purposes. Offer of \$3,800.00 approved by Mr. Jackson October 28, 1963.

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FERRY STREET BRIDGE-MOHAWK ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-35698 - McKay Investment Co. 1.16 acres for right of way purposes. Offer of \$17,500.00 approved by Mr. Jackson October 16, 1963.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33650 - Henry Anderegg and Henry Nagele. 2,178 square feet for right of way purposes. Offer of \$14,100.00 approved by Mr. Jackson November 7, 1963.

R-33709 - The Greyhound Corporation. 49,670 square feet for right of way purposes. Offer of \$187,000.00 approved by Mr. Jackson October 10, 1963.

R-33880 - John J. LaPorte, et ux. 5,000 square feet for right of way purposes. Offer of \$25,000.00 approved by Mr. Jackson October 28, 1963.

R-33886 - The Irwin-Hodson Company. 10,000 square feet for right of way purposes. Offer of \$132,000.00 approved by Mr. Jackson September 30, 1963.

R-33893 - Rudolph J. Hilgers, et al. 5,000 square feet for right of way purposes. Offer of \$10,000.00 approved by Mr. Jackson October 31, 1963.

R-33897 - Florence Sjoquist. 5,000 square feet for right of way purposes. Offer of \$10,000.00 approved by Mr. Jackson October 30, 1963.

R-33954 - Jack York. 5,000 square feet for right of way purposes. Offer of \$46,825.00 approved by Mr. Jackson October 30, 1963.

R-34705 - Shriners Hospitals for Crippled Children, et al. 4,000 square feet for right of way purposes. Offer of \$31,000.00 approved by Mr. Simpson November 13, 1963.

R-34742 - Pittsburgh Plate Glass Company. 40,000 square feet for right of way purposes. Offer of \$240,000.00 approved by Mr. Jackson November 5, 1963.

HENDRICKS BRIDGE SECTION OF THE MCKENZIE HIGHWAY

R-35618 - Hazel Martenson. 0.75 acre for right of way purposes. Offer of \$7,800.00 approved by Mr. Jackson October 25, 1963.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33800 - Russell H. Kaufman. Parcel No. 1: 900 square feet for right of way purposes; Parcel No. 2: 6,700 square feet for permanent easement. Offer of \$200.00 approved by Mr. Simpson October 8, 1963.

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

R-35135 - Richard F. Jones, et ux. 4,000 square feet for right of way purposes. Offer of \$4,500.00 approved by Mr. Jackson November 5, 1963.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE UNIT, WALL CREEK-CALIFORNIA STATE LINE SECTION OF THE PACIFIC HIGHWAY

R-36076 - Fred H. Hansen. 4.0 acres for right of way purposes. Offer of \$400.00 approved by Mr. Jackson October 30, 1963.

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

R-32923 - Fred Meyer, Inc. 2,450 square feet for right of way purposes. Offer of \$2,500.00 approved by Mr. Jackson November 13, 1963.

R-34673 - Fred G. Meyer. Parcel No. 1: 42,000 square feet for right of way purposes; Parcel No. 2: 6,000 square feet for right of way purposes. Offer of \$48,000.00 approved by Mr. Jackson November 13, 1963.

SUTHERLIN-SHADY SECTION OF THE PACIFIC HIGHWAY

R-34777 - Everett M. Blondell, et ux. 0.05 acre for right of way purposes. Offer of \$3,210.00 approved by Mr. Jackson November 12, 1963.

R-35591 - Bruce Taylor. Parcel No. 1: 3.75 acres for right of way purposes; Parcel No. 2: 0.34 acre for right of way purposes; Parcel No. 3: 0.09 acre for temporary easement. Offer of \$2,350.00 approved by Mr. Jackson October 28, 1963.

R-35596 - Elmer H. Olson, et ux. Parcel No. 1: 0.5 acre for right of way purposes; Parcel No. 2: 0.08 acre for right of way purposes. Offer of \$5,000.00 approved by Mr. Jackson November 5, 1963.

R-36169 - Orville A. Holley, et al. 0.6 acre for permanent easement. Offer of \$50.00 approved by Mr. Jackson November 5, 1963.

WALL CREEK-SISKIYOU SUMMIT UNIT, WALL CREEK-CALIFORNIA STATE LINE SECTION OF THE PACIFIC HIGHWAY

R-35838 - John A. Lovell, et ux. 3.6 acres for right of way purposes. Offer of \$2,800.00 approved by Mr. Jackson October 29, 1963.

R-35839 - Lester L. Stamper, et ux. 12 acres for right of way purposes. Offer of \$7,050.00 approved by Mr. Jackson November 5, 1963.

R-35840 - Elk Lumber Company. 3.45 acres for right of way purposes. Offer of \$175.00 approved by Mr. Jackson October 18, 1963.

R-35841 - Henry Metz. 2.27 acres for right of way purposes. Offer of \$225.00 approved by Mr. Jackson October 18, 1963.

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WALL CREEK-SISKIYOU SUMMIT UNIT, WALL CREEK-CALIFORNIA STATE LINE SECTION
OF THE PACIFIC HIGHWAY - CONT.

R-35844 - R. W. Moore, Jr., et al. Parcel No. 1: 19.5 acres for right of way purposes; Parcel No. 2: 3.15 acres for right of way purposes. Offer of \$8,100.00 approved by Mr. Jackson November 5, 1963.

R-35846 - Robert E. Miller, et ux. Parcel No. 1: 13.0 acres for right of way purposes; Parcel No. 2: 0.95 acre for right of way purposes; Parcel No. 3: 0.52 acre for right of way purposes. Offer of \$700.00 approved by Mr. Jackson October 21, 1963.

R-35847 - Edward C. Glossop, et ux. 1.63 acres for right of way purposes. Offer of \$100.00 approved by Mr. Jackson October 17, 1963.

R-35848 - V. L. Burns, et al. Parcel No. 1: 68.5 acres for right of way purposes; Parcel No. 2: 58.0 acres for right of way purposes. Offer of \$9,000.00 approved by Mr. Jackson November 5, 1963.

R-35858 - James DeMotte, et ux. 4.30 acres for right of way purposes. Offer of \$1,125.00 approved by Mr. Jackson October 21, 1963.

R-35859 - Mary E. Miller. 5.2 acres for right of way purposes. Offer of \$1,550.00 approved by Mr. Fridley October 28, 1963.

R-35860 - Helen Z. Schneider. 0.05 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson October 18, 1963.

WILLAMETTE RIVER BRIDGE UNIT, CORVALLIS-ORLEANS SECTION OF THE CORVALLIS-
LEBANON HIGHWAY

R-35166 - Ibby Whiteside. 0.24 acre for right of way purposes. Offer of \$4,000.00 approved by Mr. Jackson October 16, 1963.

A report concerning two orders received from the Public Utility Commissioner concerning railroad crossing matters in which the State Highway Commission has been a party were presented by the Chief Counsel and accepted by the Commission as follows:

PUX 501: Application of Southern Pacific Company to construct an industrial spur track across Butler Bridge Road in the City of Toledo, Lincoln County. The application was strongly protested by the City of Toledo. The petitioner is to bear all construction costs.

PUX 503: Application of Benton County to construct a crossing at grade with the track and right of way of Southern Pacific Company, known as the Ryals Lane Grade Crossing. The application was granted. The project consists of altering the crossing in the vicinity of Adair Air Force Base. Ryals Lane is a county road which connects the Air Force Base to the Pacific Highway West and the Albany-Corvallis Highway. The county is to finance the construction by agreement with the Bureau of Public Roads.

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The Chief Counsel presented an oral report of legal proceedings which have been instituted against the Commission or its employees as follows: {

- (1) White Bros. Construction Co. vs. Oregon State Highway Commission, in Circuit Court for Marion County, on November 4, 1963, to recover \$26,200 damages, attorneys fees and costs, arising out of Contract No. 5828 (Rhinehart-Elgin Section, Wallowa Lake Highway).
- (2) Pacific Concrete Co. vs. Oregon State Highway Commission, filed in Circuit Court for Gilliam County, served November 18, 1963, to enjoin State from making a portion of the area under Contract No. 6219 (Arlington Viaduct) available to contractor on adjacent construction. This case, the Chief Counsel commented, has been settled following a hearing with the U. S. Army Corps who will pay the sum of \$2,500.
- (3) Rex Kimsey vs. Louis Trigg, Department employee, in Circuit Court for Marion County, for \$3,330.00 damages arising out of accident on February 28, 1963, involving plaintiff's vehicle and grader owned by State and operated by defendant.
- (4) Anna Lauricella vs. L. R. Chandler, Division Engineer, John Gunter, District Maintenance Superintendent, in Circuit Court for Douglas County, served November 6, 1963, for \$45,350.00 damages, plus costs, for personal injury and property damage arising out of auto accident October 27, 1961, when plaintiff's car skidded on slippery highway. Plaintiff alleges defendant failed to post signs and failure to remove oily substance.
- (5) Larry Lauricella vs. L. R. Chandler, Division Engineer, John Gunter, District Maintenance Superintendent, in Circuit Court for Douglas County, for \$35,200.00, plus costs, for personal injury and property damage arising out of accident in above mentioned case.

Compromise settlement of claims against others were recommended by the Chief Counsel and approved by the Commission as follows:

- (1) Claim of \$178.32 against Bunker Hill Sanitary District for damage to a highway drain pipe at M. P. 239.32 at Harriett Street on the westerly side of the Oregon Coast Highway in Coos County. Settlement in the amount of \$155.20 was recommended. (CAO 63-250)

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- (2) Claim of \$54.25 against Arie J. Smit for damage to State vehicle. Settlement for \$35 was recommended. (CAO 62-47)

Consideration was given to a request made by Glac C. Gould for a Correction Deed to properly designate the grantee in a deed from the Commission dated April 19, 1957, for property in Lots 1, 2, 3 and 4 of Block 31 of Plat "B" Coos Bay Addition to North Bend. The Chief Counsel explained that the original deed named Coos Bay Timber Operators as grantee whereas the grantee should have been "Glac C. Gould, doing business as Coos Bay Timber Operators". Following his favorable recommendation the Commission approved the Correction Deed.

The Chief Counsel stated that a request had been received from R. E. McManus for a Correction Easement so as to create the proper legal estate in the grantee. This request, the Chief Counsel said, is in order and he recommended that the Easement be signed. The Commission accepted his recommendation.

Consideration was given to an agreement with V. L. Colt and Dora H. Peters concerning removal of a building located partially on land required for right of way purposes and partially on the owner's remaining land along the East Bank Freeway Section of the Pacific Highway in Multnomah County. The Chief Counsel commented that under the agreement, the Peters Company is to remove that part of the building located on state property down to the first floor level by April 1, 1964. Rental is to be paid to the State by the Company in the amount of \$675 per month but no rental is to be paid from January 1, 1964 to April 1, 1964. A cash deposit of \$1,500 is to be made by the Company to assure execution of the agreement. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to a request from Holy Redeemer Parish that the State join in the initiation of vacation proceedings of a portion of Sheridan Street between Block 50 and 52, City of North Bend. The Chief Counsel recommended and the Commission granted authority to take action to vacate a portion of Sheridan Street providing that measures are taken to retain a minimum of 70 feet right of way southwesterly of the Highway Centerline where it crosses Sheridan Street.

The Engineer presented to the Commission a proposed 25-year license by which the U. S. Corps of Engineers would allow the use of 34.5 acres of land surrounding an abandoned lighthouse at the mouth of the Coquille River in Coos County. He recalled that other acquisitions of property have been made within the last year or two as a part of Bullard's Beach State Park in Coos County and the lighthouse property will fit in nicely with these and other plans for this park. The lighthouse has been abandoned and it will not be necessary for the State to maintain it but it does provide a point of interest for the park. He recommended approval of the license which is being issued without cost. The Commission approved the license and authorized the Secretary to sign it in their behalf.

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The Commission considered acceptance of a gift of 34.83 acres of land from C. H. Young of Medford as an addition to Cape Sebastian State Park in Curry County. The Engineer said that the property lies between the existing park and the ocean shore. Although it is located on a steep hillside it is valuable in rounding out the holdings for the park and from a scenic aspect. The Commission accepted the gift and instructed that an appropriate letter of thanks be sent to Mr. Young.

The Commission confirmed telephonic approval given September 10, 1963, of an agreement with Pacific Power and Light Company for an extension to the power lines in Collier State Park in Klamath County. The Engineer said that the extension is necessary to serve new park facilities. The Commission confirmed the agreement and authority previously given for the Secretary to sign it in behalf of the Commission.

Consideration was given to a request made by the Columbia Gorge Commission that the State acquire approximately 90-acres of land known as the Peter's property adjacent to Interstate Highway 80N, west of Hood River in Hood River County. The property has been investigated, the Engineer stated, and it is desirable to purchase it for scenic protection of the Columbia River Gorge and as an addition to Seneca Fouts Memorial State Park. Investigation also disclosed that the property is worth approximately \$3,150 and he requested authority to negotiate for its purchase. The Commission granted the authority.

The Commission considered an exchange of properties with the U.S. Forest Service. Under the proposed exchange the Engineer explained that the Forest Service proposes to transfer to the State 96.92 acres as an addition to Nestucca Spit State Park in Tillamook County. In exchange the Forest Service has agreed to accept two parcels of land containing a total of 35.5 acres, which are now a part of Neptune State Park in Lincoln and Lane Counties. Release of the 35.5 acres, he continued, will not detract from the value of the park as the areas are steep and cannot be used by the public. Following his favorable recommendation, the Commission approved the exchange.

The Commission also considered acquisition of 320 acres as an addition to Champoeg State Park in Marion County. The Engineer recalled that Champoeg State Park had been under study for a considerable length of time by the National Park Service. A report has been received from them stating that the park does not have national historical interest and any development should be done by the State. The State Parks Recreation Advisory Committee has recommended the acquisition of the Henry Zorn property consisting of 320 acres on the southerly side of the Willamette River and adjacent to land owned as a part of the park. Many of the area's historical landmarks, including part of the townsite of Champoeg, lie on the Zorn property. He estimated the cost of the property at \$94,500 and requested authority to negotiate for its purchase. The Commission granted the authority.

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The Commission gave attention to a cooperative agreement with the U. S. Corps of Army Engineers for improvement of the Snake River channel at Farewell Bend State Park in Baker County. The Engineer reported that the Corps of Engineers has been studying a project to provide a channel for shallow draft navigation on the Snake River from Ontario to the Farewell Bend State Park. The project has been determined to be feasible and is estimated to cost about \$150,000. Before the project can be undertaken, however, the Corps of Engineers must secure a 50 percent contribution from other sources. The State of Idaho has indicated willingness to contribute \$37,500 and he recommended that the Commission approve the agreement which provides for contribution of a like amount. This project, he added, is in line with the program underway in constructing boatlaunching ramps and other facilities for the boating public. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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

- (1) Grading, paving and signing on East Unit, Arlington-Heppner Junction Interchange Section of Columbia River Highway in Gilliam County. Bids received October 8, 1963. Contract No. 6349 awarded October 18, 1963, to Rogers Construction, Inc., Portland, low bidder.
- (2) Little Pudding River Timber Trestle Bridge on Brooks-Labish Road in Marion County. Bids received October 8, 1963. Contract No. 6350 awarded October 18, 1963, to Willamette Tug and Barge Company, Portland, low bidder.
- (3) Stone base and oiling on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County. Bids received October 8, 1963. Contract No. 6351 awarded October 28, 1963, to Materne Bros. Co., Spokane, Washington, low bidder.
- (4) Structure, grading and paving on Days Creek Bridge Section of Tiller-Trail Highway in Douglas County. Bids received October 8, 1963. Contract No. 6352 awarded November 1, 1963, to Stach Construction Company, Grants Pass, low bidder. This contract was awarded contingent upon contractor signing price agreement covering plan revisions.
- (5) Grading, paving and structures on the "Q" Street-McKenzie Highway Section of the Springfield Highway in Springfield, Lane County. Bids received October 8, 1963. Contract No. 6353 awarded November 7, 1963, to Inter-City Construction Company, Eugene, low bidder.

- (6) Six interchange ramps on West Marquam Interchange Unit of Pacific Highway in Multnomah County. Bids received October 8, 1963. Contract No. 6354 awarded November 7, 1963, to Peter Kiewit Sons' Company, Vancouver, Washington, low bidder.

Requests were made by the Engineer for increases in contract project authorizations to cover unforeseen and unusual conditions which had been encountered. The Commission authorized increases as follows:

- (1) Contract No. 6122 for grading, paving and structures on the Yoncalla Interchange-Rice Hill Section of the Pacific Highway in Douglas County, in the amount of \$112,250, an increase of 11.3%. The overrun was caused by slides on the north slope of Rice Hill, heavier rock than had been estimated, and double shifting of engineering crews.
- (2) Contract No. 6020 for grading on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, in the amount of \$122,510.25, or 6.58% increase. A large slide east of Ruthton Point, additional top soil to cover rocky slopes, and additional water for dust control were listed as the major causes of overrun.
- (3) Contract No. 6240 for paving on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, for an increase of \$35,325 or 5.7%. The principal reasons for the overrun were listed as an extra amount of underdrain pipe because of soft, wet material, additional rock protection because of wave action, loss of rock on detours and temporary connections, and additional guardrail on fills.

The Commission considered a request from Josephine County and the City of Grants Pass to improve the Redwood Highway along North Sixth Street between the North Grants Pass Interchange and Midland Avenue. This section, the Engineer said, is one-half mile in length and would consist of a four-lane street section with curbs on each side. The City and County have jointly offered to contribute 25 percent of the cost, which he estimated at \$120,000. As the project has considerable merit he recommended that the Commission consider it along with other critical needs when the next State construction program is formulated. The Commission accepted his recommendation.

The Engineer presented a tabulation showing federal-aid secondary projects requested in Baker and Jefferson Counties. These projects, he said, have been investigated and are eligible for construction with federal-aid secondary funds. The Commission approved the following projects and authorized the Secretary to sign the construction agreements pertaining thereto.

County	FAS Hwy. No.	Section & Description	Amount Programmed	FAS Funds
Baker	499 & 509	Lower Powder River Road-Keating. Grade and oil, 2.0 miles	\$ 103,000	1965
Jefferson	547	Juniper Butte Section Surface and oil, 3.0 miles.	70,000	1965
			\$ 173,000	
<u>SUMMARY BY FISCAL YEARS</u>				
		1964	1965	Total
Allocated Funds		\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects (Corrected to date)		3,746,000	161,000	3,907,000
Unprogrammed Balance		\$--	\$3,633,000	\$3,633,000
Projects Proposed 10/10/63		--	173,000	173,000
Unprogrammed Balance		\$--	\$3,460,000	\$3,460,000

The Commission also considered requests from Curry, Multnomah and Polk Counties for federal-aid secondary projects. The Engineer commented that these projects have been investigated and are eligible for construction with FAS funds. He also mentioned that a request had been received from Curry County for cancellation of a previously approved project. The Commission approved the following projects and authorized the Secretary to sign construction agreements pertaining thereto:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Curry	878	Lobster Creek Bridge. Structure.	\$ 75,000	1965
Multnomah	647	NE Lombard Street Overcrossing. Structure. \$ 55,000		
	647	Overcrossing NE 223rd Avenue. Structure \$ 75,000		
	647	Blue Lake Road-Columbia River Highway. Surface and Pave, 2.8 Miles. \$210,000		
	730	NE 134th Avenue-NE 149th Avenue. Grade, Surface, and Pave, 0.8 Mile. \$150,000		
	913	NE 223rd Avenue Section. Surface and Pave 0.7 Mile. \$ 42,000		
			\$ 532,000	1965
Polk	560	Falls City Road. Bridge and Culvert.	\$ 29,000	1965

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County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
<u>Previously Approved Project Proposed for Cancellation</u>				
Curry	257	Reload-Edson Creek. Grade and Pave.	\$-134,000	
			\$ 502,000	
<u>SUMMARY BY FISCAL YEARS</u>				
		1964	1965	Total
Allocated Funds		\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects (Corrected to date)		3,746,000	187,000	3,933,000
Unprogrammed Balance		\$--	\$3,607,000	\$3,607,000
Projects Proposed 11/20/63		--	502,000	502,000
Unprogrammed Balance		\$--	\$3,105,000	\$3,105,000

Requests for increases in the number of workdays within which to complete highway contracts without assessment of liquidated damages were presented by the Engineer. Each request has been carefully investigated and he made his recommendation as to action to be taken. After considering the Engineer's report, recommendation, and other available information, the Commission took action on the requests as follows:

- (1) C. R. O'Neil, Contract No. 5991 for grading and structure on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, requested an increase from 180 to 185 workdays within which to complete the contract without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the request. The Commission approved the request.
- (2) White Bros. Construction Co., Inc., Contract No. 6033 for grading and oiling on the Bridge-Tanner Creek Section of the Coos Bay-Roseburg Highway in Coos County, requested an increase from 195 to 211 workdays within which to complete the contract without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the request. The Commission approved the request.

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- (3) Rogers Construction Company, Contract No. 6135 for grading, oiling and structure on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, requested an increase from 195 to 294 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 58 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the increase.
- (4) Pacific Concrete Co., Otis P. Jordan, Jr., and C. V. Glidden, Contract No. 6014 for bridge and grading on the John Day River Section of the Columbia River Highway in Gilliam and Sherman Counties, requested an increase from 300 to 315 workdays within which to complete the contract without assessment of liquidated damages. A letter was presented from the Bureau of Public Roads concurring in the increase. The Commission approved the request.
- (5) Stanley Wilt, Contract No. 5967 for grading, oiling and structures on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, requested an increase from 140 to 219 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 41 workdays, the time necessary to complete the contract, without assessment of liquidated damages.

The Engineer reported that Contract Nos. 5945, 5950, 6009, 6045, 6046, 6052, 6068, 6112, 6119, 6199, 6230, 6251, 6252, 6260, 6263, 6278, 6279, 6284, 6288, 6289, 6296 and 6298 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof and 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 "Contracts Completed Resolution No. 127", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to a request from the City of Grants Pass for the installation of traffic signals at the intersection of Fourth and "G" Streets on the Rogue River Loop Highway in Josephine County. The Engineer stated that an investigation had been made indicating that the signals are warranted. He recommended that the signals be installed at an estimated cost of \$7,000, provided the City will pay one-half the cost of installation and provide all future maintenance and power consumption needs. The Commission accepted his recommendation and authorized the Secretary to sign an agreement covering the installation.

The Engineer presented two resolutions covering abandonment of old sections of state highways. Under terms of the agreements previously executed, the old portions are to be removed from the state highway system when the new sections are completed and opened to public travel. These sections are now open to travel and following his favorable recommendation, the Commission adopted "Abandonment and Retention Resolution Nos. 378 and 413", which resolutions by this reference are made a part hereof and filed in the Secretary's Office, as follows:

- (1) Athena-Blue Mountain Section, Oregon-Washington Highway, Umatilla County. Portions within the boundaries of Athena and Weston revert to the Cities and the remaining three portions are abandoned to Umatilla County. (See "Abandonment & Retention Resolution No. 378")
- (2) Bridge-Tanner Creek Section, Coos Bay-Roseburg Highway, Coos County. Units "A", "B" and "C" are to revert to the abutting property owners. (See "Abandonment and Retention Resolution No. 413")

Consideration was given to a supplemental agreement with Douglas County covering a revision of the Garden Valley Road Interchange. The Engineer explained that the original agreement dated October 5, 1953, provided for construction of the Winchester-South Umpqua River Unit of the Deady-Shady Section of the Pacific Highway. The supplemental agreement is needed to permit closure of Rutter Lane and First Street North in the Garden Valley Road vicinity. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A resolution was presented by the Engineer to change the stop signs at the Junction of the Crater Lake North Highway with the Diamond Lake Highway in Douglas County because of changes in traffic. The stop sign should be placed on the Diamond Lake Highway and he so recommended. The Commission accepted his recommendation by amending "Through Highways and Stop Signs Resolution No. 13", as 13-M as it pertains to this highway, which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A resolution was also presented by the Engineer to change the stop indication on the Wallowa Lake Highway No. 10 in Wallowa County, to allow a right turn to the east without stopping at the intersection of South Eighth Avenue and Albany Street in Elgin. The Commission approved his recommendation by adopting "Through Highways and Stop Signs Resolution No. 4-0", as an amendment to resolution No. 4 which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer reported that a practice of fishing from certain bridges on the Interstate Highway System is becoming prevalent. Because of the high speed of interstate traffic, this practice causes considerable hazard both to fishermen and to vehicles. For these reasons, he recommended

that fishing be prohibited from all bridges on the Interstate Highway System. The Commission accepted his recommendation and thereupon adopted "Miscellaneous Resolution No. 241" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission gave attention to an agreement with the U. S. Bureau of Reclamation covering installation of a 54-inch pipeline as a part of the Bureau's Bully Creek Project, where it crosses the Vale-West Secondary Highway in Malheur County about five miles westerly from Vale. The agreement, the Engineer said, has been modified so that objectionable features have been removed and he recommended that it be approved. The Commission approved the agreement.

The Commission also considered a supplemental agreement with the Bureau of Reclamation granting to the Bureau the right to cross Interstate 80N and other State property with a power line near the West Dalles Interchange in Wasco County. Through an oversight on the part of the Bureau, the Engineer said, a small piece of property along West Sixth Street in The Dalles was not covered in the original agreement dated May 25, 1962. The supplemental agreement corrects this oversight, and he recommended that it be approved. The Commission approved the agreement.

The Engineer presented a number of resolutions establishing, revising, or rescinding speed zones on sections of state highways. Many of these, he said, are a part of the modernization of existing speed zones to make them fit present traffic conditions. Based upon his favorable recommendation, the Commission adopted "Speed Zone Resolution Nos. 417-424, 270b, 79a and 251a", which resolutions by this reference are made a part hereof and filed in the Secretary's Office, as follows:

- (1) Rescind "Speed Zone Resolution No. 297", dated May 28, 1959, and establish a 50 mile-per-hour speed zone between a point 400 feet north of Cedar Street and a point 0.48 mile south of Cedar Street on the Oregon Coast Highway in the community of Barview in Tillamook County. (See "Speed Zone Resolution No. 417")
- (2) Establish a 30 mile-per-hour speed zone between a point 250 feet east of Clover Street and a point 450 feet south of Parkdale Drive on the Oregon Coast Highway in the community of Cloverdale in Tillamook County. (See "Speed Zone Resolution No. 418")
- (3) Establish a 35 mile-per-hour speed zone between a point 100 feet north of Owyhee Street and a point 400 feet south of Washington Street on the Nyssa-Adrian Highway in the community of Adrian in Malheur County. (See "Speed Zone Resolution No. 419")

- (4) Establish a 40 mile-per-hour speed zone between a point 150 feet west of First Street and 10th Street on the Fremont Highway in the community of Silver Lake in Lake County, except that between Fifth Street and Eighth Street the designated speed shall be 20 mile-per-hour during the hours of school crossings. (See "Speed Zone Resolution No. 420")
- (5) Establish a 30 mile-per-hour speed zone between the westerly west city limits of Sisters and easterly west city limits of Sisters on the McKenzie Highway.

Establish a 30 mile-per-hour speed zone between a point 250 feet northwest of the McKenzie Highway and the McKenzie Highway on the Santiam Highway near the City of Sisters in Deschutes County. These actions were taken to fit in with speed zones established within the City of Sisters by the State Speed Control Board. (See "Speed Zone Resolution No. 421")

- (6) Establish a 30 mile-per-hour speed zone between a point 400 feet east of the north city limits of Yamhill and the north city limits of Yamhill on the Tualatin Valley Highway in Yamhill County.

Establish a 45 mile-per-hour speed zone between the south city limits of Yamhill and 300 feet south of the south city limits of Yamhill. These actions were taken to fit in with speed zones established in the City of Yamhill by the State Speed Control Board. (See "Speed Zone Resolution No. 422")

- (7) Establish a 30 mile-per-hour speed zone between a point 400 feet north of Cleveland Street and Main Street on the Aumsville-Mehama Highway, adjoining the City of Aumsville in Marion County. This action was taken to correlate with the speed zoning established in the City of Aumsville by the State Speed Control Board. (See "Speed Zone Resolution No. 423")
- (8) Establish a 35 mile-per-hour speed zone between a point 400 feet north of Mission Road and the north city limits of St. Paul along Main Street on the Hillsboro-Silverton Highway in Marion County.

Establish a 35 mile-per-hour speed limit between the city limits of St. Paul at Fifth Street and 350 feet west of Mission Creek along Church Street

Cont.

on the Hillsboro-Silverton Highway in Marion County. This action was taken to fit in with speed zoning in the City of St. Paul by the State Speed Control Board. (See "Speed Zone Resolution No. 424")

- (9) Amend "Speed Zone Resolution No. 270" dated February 27, 1958, to establish a 40 mile-per-hour speed zone between the south city limits of Seaside and a point 0.10 mile north of Dooley Bridge on the Oregon Coast Highway south of Seaside in Clatsop County. This action was taken to fit in with a speed zone established in the City of Seaside by the State Speed Control Board. (See "Speed Zone Resolution No. 270b")
- (10) Rescind "Speed Zone Resolution No. 79" dated March 13, 1952, on the Albany-Junction City Highway adjoining the City of Harrisburg in Linn County. Rescinding of this speed zone will place the Basic Rule in effect in this area and is in line with action taken by the State Speed Control Board establishing speed zoning in the City of Harrisburg. (See "Speed Zone Resolution No. 79a")
- (11) Rescind "Speed Zone Resolution No. 251" dated June 27, 1957, on the Old Oregon Trail Highway, adjoining the City of Baker in Baker County. Rescinding of this speed zone will place the Basic Rule in operation and is in line with action taken by the State Speed Control Board establishing speed zones in the City of Baker. (See "Speed Zone Resolution No. 251a")

The Commission considered an agreement with the City of Eugene, City of Springfield, Lane County and the Central Lane Planning Council for a transportation planning study. The Engineer commented that under the Federal-Aid Highway Act of 1962, approval will not be given after July 1, 1965, for highway projects in urban areas of more than 50,000 population unless such projects are based on a continuing transportation study carried on cooperatively between the State and local communities. The overall cost of this study he estimated at \$170,000 and the funds are to come from Highway Planning and Research Funds. In response to an inquiry by Chairman Jackson as to what effect allocations for this and similar studies would have on highway construction allocations, the Engineer explained that funds for these studies are taken from a fund set aside by the Federal Government for reserve and development and can not be used for other purposes. This reserve fund is composed of an amount equal to one and one-half per cent of all federal-aid funds. Commissioner Fridley

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inquired as to the status of the transportation study in the City of Portland. The Engineer replied that the field work has been completed and some reports are expected in January, 1964. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with Jackson County pertaining to construction of the Siskiyou Station-Siskiyou Summit Section of the Pacific Highway. This agreement, the Engineer said, allows the State to relocate a portion of Colestin Road, and to close Colestin Road at its intersection with the throughway. The County agrees to the closure, assumes jurisdiction and maintenance and will relocate utilities without cost to the State. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A supplemental agreement with Union Pacific Railroad Company concerning The Dalles Project on Interstate 80N in Wasco County was presented by the Engineer. The Engineer explained that the supplemental agreement is needed principally to cover corrections in descriptions of the property and includes an estimate of \$1,420 for the cost of constructing a grade crossing for the benefit of the contractor. This cost is recoverable from the contractor. The Commission approved the agreement.

An abandonment agreement and an abandonment resolution with Lane County covering the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway was presented by the Engineer. Under terms of the agreement old portions of the right of way are to be abandoned to Lane County when the new highway section is completed and opened to public travel. As the new highway section has been completed and opened to travel, he recommended that the two documents be approved. The Commission approved the abandonment agreement and authorized the Secretary to sign it in their behalf. The Commission also adopted "Abandonment and Retention Resolution No. 414" which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem.

A throughway agreement with Lane County concerning the Laura Street-Mohawk Road Section of the Eugene-Springfield Highway in Lane County was presented and recommended by the Engineer. The agreement provides for the closure of Mill Street at the highway and the County also agrees to relocate utilities without cost to the State. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with the City of Springfield covering the Laura Street-Mohawk Road Section of the Eugene-Springfield Highway in Lane County. This agreement, the Engineer said, provides for construction and maintenance of a separation structure carrying the throughway over Fifth Street in Springfield and also for reconstruction of a portion of Fifth Street by the State. The City is to assume jurisdiction over that portion of Fifth Street when construction is completed. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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A resolution was presented by the Engineer transferring to Polk County certain sections of state secondary highways and designating a newly constructed section as a part of the Kings Valley Secondary Highway No. 191. Under an agreement dated March 2, 1962, with Polk County it was agreed that after construction of the Polk Station-Dallas county road it would be designated as an addition to the Kings Valley Secondary Highway. The agreement also provides that upon completion of the Polk Station-Dallas section Polk County is to take over the major portion of the Dolph Corner-Dallas Highway. These changes will make the Kings Valley Secondary Highway continuous from its northerly junction with the Willamina-Salem Highway southerly to a junction with the Corvallis-Newport Highway, a distance of 31.4 miles. The agreement also provides for a change in the westerly beginning point of the Dallas-Rickreall Highway. As the new construction has been completed and is open to travel, the Engineer recommended that the resolution effecting these changes be adopted. The Commission adopted "Abandonment and Retention Resolution No. 396" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A supplemental cooperative construction agreement with the City of Springfield covering the "Q" Street-McKenzie Highway Section of the Springfield Highway No. 228 in Lane County was brought up by the Engineer. This agreement, he stated, is a supplement to an agreement entered into on December 28, 1960. It provides for construction of the project by the State and relocation by the City without cost to the State of all privately or city-owned utilities and regulation of parking on Second and Third Streets. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with Columbia Power Cooperative concerning power line adjustments on the John Day-Ochoco Junction Section of the John Day Highway in Grant County. Under the agreement the Cooperative is to be reimbursed for adjusting its lines which are located on right of way under its control. This is in connection with Contract No. 6315. The Engineer estimated the cost at slightly in excess of \$3,000 and 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 meeting held on October 10, 1963.

The next regular Commission meeting was confirmed for December 18, 1963, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for January 30, 1964.

The Engineer presented to the Commission a summary of bids received on November 19, 1963, for highway construction. For each project he mentioned the number of bids received, the name of the low bidder and the amount, the estimated cost and his recommendation as to award, referral or rejection of the bid. At 10:15 a.m., the Commission awarded contracts as follows, and authorized the Secretary to sign the contracts in their behalf.

BIDS RECEIVED IN SALEM ON NOVEMBER 19, 1963

"Structure, grading and paving on Willamette River (Harrison St., Corvallis) Bridge Section, Corvallis-Lebanon Highway, in Corvallis in Benton and Linn Counties. Federal-aid Project No. US-SU-119(10). Eleven bids were received. The Commission awarded the contract to the low bidder, Inland Construction Co., Milwaukie, at \$553,290.50.

"Grading the Horse Ridge Summit Section of the Central Oregon Highway, east of Bend in Deschutes County. FAP No. F-147(15). Seven bids were received. The Commission awarded the contract to the low bidder, Groesbeck-Durbin, Inc., Eugene, at \$458,149.00.

"Bend Traffic Signals, E. Third St. at Franklin St. in Deschutes County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at \$4,782.00.

"Grading, paving, structures and signing on Sutherlin-Winchester Section of Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(56)130. Six bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$3,122,179.10.

"Grading and paving on Thirtymile Creek-Dyer Creek Section of John Day Highway, south of Condon in Gilliam County. FAP Project Nos. F-41(4) and S-455(2). Six bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Co., Portland, at \$707,795.60.

"Grading on Siskiyou Station-Siskiyou Summit Section of Pacific Highway, south of Ashland in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(52)04. Seven bids were received. The Commission awarded the contract to the low bidder, Slate-Hall, Portland, at \$3,511,984.00.

"Stone base and oiling on Dry Creek Road-California State Line Section of FAS 407, southwest of Lakeview in Lake County. FAP No. S-10(6). Five bids were received. The Commission elected to accept the bid of J. C. Compton Company, McMinnville, in the sum of \$81,178.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lake County is received and the sum of \$18,400.00 is deposited by the County.

"Stone base, paving, structures and signing on Laura St.-Mohawk Road Section of Eugene-Springfield Highway at Springfield in Lane County. FAP No. F-330(3). Four bids were received. The Commission elected to accept the bid of Slate-Hall, Portland, in the sum of \$996,220.55 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.

"Slick Rock Creek Bridge Widening at Rose Lodge on Salmon River Highway in Lincoln County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Ross Bros. Construction Co., Salem, at \$54,304.00.

"Rock production on Foster Toll Creek Section of Santiam Highway, east of Foster in Linn County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Saxton-Stevenson, Inc., Salem, at \$58,520.00.

"North Santiam State Park Toilet Building in Marion County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Edwin Thompson, Stayton, at \$14,910.00.

The Engineer presented a supplemental agreement with Union Pacific Railroad Company for crossing the Railroad's right of way and tracks by the State's contractor on the Celilo-Biggs Section of the Interstate Highway 80N in Wasco and Sherman Counties. This agreement, the Engineer said, is necessary for the operation of State Highway Contract No. 6286 and the contractor is responsible for any railroad expense in connection with the crossing. It was his recommendation that the agreement be approved. The Commission approved the agreement.

The Commission considered a "Special Use Permit" with the U. S. Forest Service in which the Forest Service allows the State to use space in their communications building on the top of Marys Peak, southwesterly of Corvallis in Benton County. The only cost to the State, the Engineer commented, is a pro rata share of the maintenance cost of the building which he estimated would be less than \$25 per year. This sight is needed to improve state radio coverage in the areas west of Corvallis. The Commission accepted his recommendation for approval of the "Use Permit", and authorized the Secretary to sign it in their behalf.

A cooperative construction agreement with the City of Corvallis covering the Willamette River Bridge Section of the Corvallis-Lebanon Highway was considered. Under terms of the agreement, the Engineer stated that the State is to perform construction of the project and relocate privately-owned utilities which are located on private property. The City is to relocate all private utilities on public streets and is to prohibit parking on Harrison Street between North Second and North Fourth Streets and on Van Buren Street between North First and North Fourth Streets. The City is also to designate a portion of Harrison Street and a portion of Van Buren Street as part of a one-way couplet to be placed in operation when the bridge construction is completed. Bids for this project were received on November 19, 1963. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a supplemental agreement with General Electric Company in connection with processing and programming data by electronic computer for the Portland-Vancouver Metropolitan Area Transportation Study. The supplement provides for changes in service and computer rates, but it was the Engineer's opinion that no significant increase in charges would result. The Commission accepted his recommendation that the agreement be approved and authorized the Secretary to sign the agreement in their behalf.

The Commission confirmed the Engineer's action in placing a reduced load limit on the Lake of the Woods Highway (BPR section) from M. P. 19.81 to M. P. 24.31 in Jackson and Klamath Counties, allowing 11,000 pounds gross on any single axle and 20,000 pounds gross on an tandem axles, effective at 8 a.m., Saturday, November 23, 1963. The Engineer commented that the reduced load limit had been requested by the Bureau of Public Roads because log hauling was damaging it severely.

Attention was given to an agreement with Southern Pacific Company concerning an overcrossing of railroad facilities by the West Salem Section of the Willamina-Salem Highway in Polk County. Under terms of the original agreement entered into on September 15, 1961, the Engineer stated that the State was to pay Southern Pacific Company an estimated \$10,375 for services to be provided by the Railroad because of highway construction. Upon completion of the work, it was found that the final cost is approximately \$11,300, and the supplemental agreement is necessary to cover the new amount. The agreement appears in order and he recommended that it be approved. The Commission approved the agreement.

The Engineer presented to the Commission an agreement with Blue Mountain Telephone, Inc., covering adjustments of telephone facilities on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County. This agreement, the Engineer said, provides that the State pay to the Phone Company the sum of \$138. The agreement has been examined and appears in order and has also been approved by the Bureau of Public Roads. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Chairman Jackson announced that he had just received information that President Kennedy and the Governor of Texas had been shot.

A delegation from the Clackamas-Oregon City area headed by State Senator John J. Inskeep of Oregon City came before the Commission concerning construction of an additional bridge across the Willamette River in the Oregon City area. The following people were present: Dale L. Dunn, Manager of Oregon Tri-City Chamber of Commerce; Vic Bowman, City Commissioner; Ken Bakkum, Chamber of Commerce; Hub Walter, "Enterprise Courier"; all from Oregon City; and Frank Young, retired, former Highway Engineer, and Erwin Lange, Mayor, all from West Linn. Senator Inskeep introduced the other members of the delegation and asked the Commission to consider early construction of an additional bridge to relieve the traffic congestion on the present narrow bridge at Oregon City. He pointed out that the traffic across the existing bridge is approximately 12,000 vehicles daily and further increase is expected because of new industry and housing projects on both sides of the river. He stated that he would like to make this presentation as an official request for a new bridge as it was his understanding that no official request had been made. Chairman Jackson stated that construction of such a bridge stands high on the Highway Department's priority list of projects but action has been deferred pending determination of the Interstate Highway route in or around the City of Oswego. Upon an inquiry by Senator Inskeep as to when

this route might be determined, the Engineer replied that it is expected that a route will be known some time in the spring of 1964. The Chairman commented that the Commission several months ago had started a study of critically needed projects in the State and it is expected that the study will be completed within a month or two. He felt that some sort of an answer could be given some time in the spring of 1964. The Commission, he added, will consider the delegation's request as official. Mayor Erwin Lange called attention to the great increase of population in Clackamas County which he stated is exceeded percentage-wise only by Washington and Curry Counties. At peak periods traffic across the Oregon City bridge now backs far up on city streets and it was his thought that the problem would get worse. Chairman Jackson mentioned a newspaper editorial which had appeared recently commenting that the Highway Commission should not take too much pride in the percentage of completed Interstate Highways. He pointed out that on Interstate Highway construction, 92% of the funds are provided by the Federal Government but Oregon has only \$17,000,000 annually to spend for highway construction on the ABC system (Federal-Aid outside of Interstate).

Members of the Travel Information Advisory Committee came before the Commission concerning advertising plans for the period to July 1, 1964, and the use of consulting services to study advertising policies. The following people were present: Robert Notson, Managing Editor of The Oregonian; Arden Pangborn, Oregon Journal; Jack Sugg, Cole and Weber Advertising Agency; Dudley McClure, Cole and Weber Advertising Agency, all from Portland; Frank Loggan, Manager of KBN Radio, Bend; and Robert Booth, businessman from Eugene. Mr. Robert Notson who acted as spokesman commented that he had just heard President Kennedy and the Governor of Texas had been shot within the last hour and were in critical condition. The Advisory Committee, he said, is faced with a question of policy concerning advertising procedures. A study has been made and he asked that the Commission examine the report in detail. It was his opinion that the Committee may have been too conservative in the use of publicity. It appears that the State of Oregon is not getting its share of increase in tourist travel, possibly because other States are stepping up their expenditures for publicity. Although the October election has been construed as a mandate for economy, the Advisory Committee, he said, is recommending an increase from \$400,000 to about \$600,000 in the budget for the Travel Information Division for the next year. It was the feeling of the Committee that this is not an expenditure but an investment. Also an alternate budget has been prepared in the amount of \$430,000 and both are being presented to the Highway Commission for their consideration. Mr. Frank Loggan commented on a broadcasters' survey which had been conducted on stations using information provided by the Travel Information Division. He said, 38 radio stations had submitted reports. Commissioner Fridley inquired as to what information could be furnished to the Highway Commission to justify the increase in the Travel Information budget. Mr. Notson mentioned the increase in the California budget to meet the competition for tourist travel. Chairman Jackson stated that he felt some means should be devised to meet the competition of other States for tourist traffic and he suggested that all possibilities be studied and that a later meeting be held with the Travel Advisory Committee. Mr. Notson commented that if there is too long a delay it would not be possible to institute an effective advertising

campaign for the 1964 tourist season. He asked that the Commission consider studies which have been made so far. The Chairman stated that the Commission would like to have a week or two to consider this matter and that they would then meet with the Travel Advisory Committee sometime early in December. At this point it was announced that President Kennedy had died.

A delegation from Silverton and Mt. Angel came before the Commission to urge construction of a new section of highway between Silverton and Mt. Angel (Hillsboro-Silverton Secondary Highway) along the railroad. The following people were present: Carl Mucken, Mt. Angel Chamber of Commerce, Chairman of Highway Committee; William Bean, Mayor of Mt. Angel; Joe Berchtold, President of Chamber of Commerce; Mother Gemma, President of Mt. Angel College; Sister Antoinette, Mt. Angel College Staff; Father Hildebrand, Monk of Mt. Angel Abbey; Bernard Kirsch, Manager of Mt. Angel Co-op Warehouse and Planning Comm.; Joe Wagner, Manager of Farms Oil Company and President of Planning Comm.; George Schmidt; Ivo Bauman, City Council; Leonard Fisher, Mayor Elect; all from Mt. Angel, and Verl Cochran, Silverton Chamber of Commerce, Chairman of Highway Committee; Walter S. Mallory, Secretary of Silverton Chamber of Commerce; Rev. David Kullowatz, Chamber of Commerce; Elmer Johnson, Mayor; John Sanford, Sanford Seed Co., Chamber of Commerce; E.L. Henkel, Veterinarian, Chamber of Commerce; Keith Berg, Fuel and Oil Dealer, Chamber of Commerce; George Weinhart, Kolstad Cannery; L. E. Kolstad, Kolstad Cannery; A. J. Hubbard, Rock Crusher, Ralph Rose, "Appeal Tribune"; all from Silverton; and Ashley Greene, Hilltop Boosters of Oregon City. Mr. Carl Mucken presented to the Commission a petition signed by approximately 1,930 people urging construction of this section of highway. Mr. William Bean, Mayor of Mt. Angel, stated that the Cities of Silverton and Mt. Angel are agreed on this project. Mr. Berchtold emphasized the unity of the communities in favor of this project. Much farm produce, he said, is hauled between Silverton and Mt. Angel and it is the hope of these two cities that the new highway section can be constructed with a connection to the Salem-Silverton Road. If early construction is not possible, he inquired if the existing shoulders could be widened. Mother Gemma mentioned that enrollment in Mt. Angel College has increased from 80 to 300 students within the last five years and that a home for elderly people is being constructed in the Mt. Angel area. She urged that a better road be built for the safety of these people and also commented on the fact that Silverton and Mt. Angel are agreed on this project. Father Hildebrand remarked that whereas in the past the two communities had not been able to agree on a No. 1 Highway project that they are now in full agreement on this one. Mr. Kirsch stated that a better highway is needed for the economic health of the area. Mr. Wagner commented on the larger and longer trucks which are being used for the hauling of produce and cited the difficulty they have in traveling over the existing narrow, crooked road. Rev. Kullowatz called attention to the considerable number of older people who are purchasing property in the Silverton area for retirement and investment purposes. The existing highway, he said, is very dangerous to drive particularly in wet or icy weather and approximately one serious accident per month is occurring between Silverton and Mt. Angel. He urged that early consideration be given to improvement. Mr. Sanford mentioned that over five million pounds of seed is shipped from the Mt. Angel-Silverton area each year and approximately one-half of it is hauled by truck. Mr. Weinhart mentioned the problem of moving

canned goods from the cannery to Portland and other points. Also a problem exists in getting the raw material into the cannery as during the busy season between 50 and 75 truck loads of produce are hauled each day. The large semi-trucks and full trailer-trucks have considerable difficulty in negotiating the highway and better access is needed to the cannery. Mr. Berg stated that between 50 and 60 trucks hauling petroleum products come into Silverton each month. Mr. Henkel stated that in his business he travels approximately 30,000 miles per year near the Silverton-Mt. Angel area and the present road between Mt. Angel and Silverton is one of the worst roads he knows of. Chairman Jackson stated that the Commission is aware that the road is obsolete and hazardous and that the delegation is entitled to an answer. The Commission at the present time, he said, is revising its method of allocating funds for highway construction to better care for areas which have the greatest need. The state, he says, has available about 17 million dollars per year to meet highway needs of approximately 500 million and highway needs are growing faster than funds for meeting them. It is anticipated that the study of highway needs will be completed in December of this year and when that is done the Commission can then schedule projects which are most acutely needed.

The Commission discussed the employment of a consulting service firm to study the advertising policies of the Travel Information Division. It was mentioned that three firms had been considered and it appears that Ebasco Services, Inc., is probably the best qualified firm to provide such services. It was the Commission's feeling that a study of the advertising policies of the Travel Information Division should be undertaken in order to secure the maximum return in tourist traffic for money spent in advertising. After some further discussion, the Commission approved employment of Ebasco Services, Inc., to conduct such a study at a cost of approximately \$25,000.

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

"Indenture of Access" to Clackamas County for a parcel of land on the Zigzag-Rhododendron Section of the Mt. Hood Highway in Clackamas County.

"Indenture of Access" to the Terminal Ice & Cold Storage Company for a parcel of land on the Salem-Hayesville Section of Pacific Highway East in Marion County.

"Indenture of Access" to the Marshall C. and Hulda P. Glos property on the Sandy-Forest Boundary Section of Mt. Hood Highway in Clackamas County.

"Indenture of Access" to the J. S. and Harriet B. Lydiard property on the Table Rock Road-12th Street Unit of Seven Oaks-Ashland Section of Pacific Highway in Jackson County.

"Indenture of Access" to the J. L. and Gertrude B. Wilcox property on the McMinnville Section of Three Mile Lane Highway in Yamhill County.

"Indenture of Access" to the J. L. Terborg and Co. property on the La Grande-North Powder Section of Oregon Trail Highway in Union County.

"Grant of Access" to Vona Faye & Roy O. Park property on the Canby-Aurora Section of Pacific Highway East in Clackamas County.

"Correction Bargain & Sale Deed" to Glac C. Gould doing business as Coos Bay Timber Operators to property in Lots 1, 2, 3 and 4 of Block 31 of Plat "B" Coos Bay Addition of North Bend.

"Crossing Agreement" with U. S. Bureau of Reclamation covering a 54-inch pipeline of its Bully Creek project which crosses the Vale-West Secondary Highway in Malheur County, west of Vale.

"Supplemental Agreement" with the Bureau of Reclamation granting them the right to cross Interstate 80N and other State property with a power line near the West Dalles Interchange, including the property along West 6th Street in The Dalles.

"Supplemental Agreement" with Union Pacific Railroad Company concerning The Dalles Project on Interstate 80N in Wasco County.

"Supplemental Agreement" with Union Pacific Railroad on the Celilo-Biggs Section of Interstate Highway 80N in Wasco and Sherman Counties, which provides for crossing of Railroad's right of way and tracks by contractor.

"Indenture" with Gerold G. and Martha R. van der Vlugt to property on the Flat Creek-Fields Creek Section of John Day Highway in Grant County.

"Bargain & Sale Deed" to Clatsop County for a parcel of land on the Astoria Section of Oregon Coast Highway in Clatsop County.

"Quitclaim Deed" to Clatsop County to a parcel of land on the Astoria Section of the Oregon Coast Highway in Clatsop County.

"Bargain & Sale Deed" to the Brookings Plywood Corporation to property on the Gold Beach Section in Curry County.

"Bargain & Sale Deed" to Capitol Highway Water District for a parcel of land on the Harbor Dr.-Barbur Boulevard Section of Pacific Highway in Multnomah County.

"Grant of Easement" to R. E. McManus granting an easement for a water pipe line or ditch over and across that property acquired by State on Footh Creek, Pacific Highway, Jackson County.

"Bargain & Sale Deed" to Rogue River Valley Irrigation District for property on the Seven Oaks-Ashland Section of Pacific Highway in Jackson County.

"Grant of Easement" from State to Rogue River Valley Irrigation District for a diversion weir and access road and for maintenance of same.

"Assignment of Flowage Easement Form" from State to Rogue River Valley Irrigation District in compliance with agreement of April 22, 1961.

"Indenture" to Ira G. & Blanche Younger, et al to property on the Flat Creek-Fields Creek Section on the John Day Highway in Grant County.

"Bargain & Sale Deed" to City of Creswell for a parcel of land on the Goshen-Divide Section of Pacific Highway in Lane County.

"Indenture" to Lloyd & Verna Clark to a parcel of land on the Flat Creek-Fields Creek Section of John Day Highway in Grant County.

"Agreement" with the Blue Mountain Telephone, Inc. covering construction on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County.

"License" with U. S. Corps of Engineers covering use of 34.5 acres of land surrounding an abandoned lighthouse at the mouth of the Coquille River, as an addition to Bullards Beach State Park.

"Lease" with Josephine County permitting County to clear, clean and maintain a four-acre parcel of land which overlooks Savage Rapids Dam and Fish Ladder on the Grants Pass-County Line Section of Pacific Highway in Josephine County.

"Agreement" with V. L. Colt and Dora H. Peters covering removal of building located partially on land acquired for right of way purposes and partially on owner's remaining land, on the East Bank Freeway Section of Pacific Highway, Multnomah County.

"Supplemental Throughway Agreement" with Douglas County covering a revision of Garden Valley Road Interchange and closure of Rutter Lane and First Street North on the Winchester-S. Umpqua River Section of Pacific Highway.

"Agreement" between the City of Eugene, City of Springfield, Lane County, Central Lane Planning Council and Highway Department for a transportation planning study.

"Throughway Agreement" with Jackson County covering the Siskiyou Station-Siskiyou Summit Section of Pacific Highway.

"Abandonment Agreement" with Lane County covering the East Unit, Siuslaw River-Walton Section of Mapleton-Eugene Highway.

"Throughway Agreement" with Lane County covering the Laura Street-Mohawk Road Section of Eugene-Springfield Highway.

"Throughway Agreement" with City of Springfield covering Laura Street-Mohawk Road Section of Eugene-Springfield Highway.

"Supplemental Cooperative Construction Agreement" with City of Springfield covering the "Q" Street-McKenzie Highway Section of Springfield Highway.

November 22, 1963

"Agreement" with Columbia Power Cooperative covering power line adjustments on the John Day-Ochoco Junction Section of John Day Highway in Grant County.

"Special Use Permit" with U. S. Forest Service providing for a radio site in their building on Marys Peak.


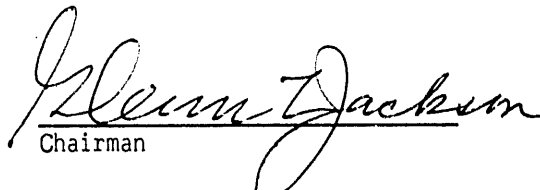
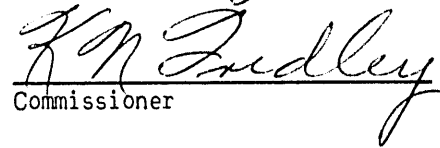

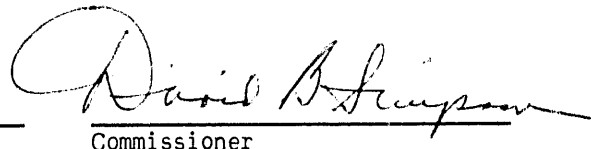
"Cooperative Construction Agreement" with City of Corvallis covering the Willamette River (Harrison Street) Bridge Section of the Corvallis-Lebanon Highway.

"Supplemental Agreement" with General Electric Company for furnishing by the Company supplies and services for processing and programming data by electronic computer for Portland-Vancouver Metropolitan Area Transportation Study.

"Agreement" with Southern Pacific Company to reimburse Railroad for the estimated cost and expense incurred by Railroad in connection with construction on the West Salem Section of the Willamina-Salem Highway.

"Relinquishment of Title" to City of Portland to property lying in Lots 1, 2, 3, 4, 5, 6 and 7, Block 5, York Addition to the City of Portland, Multnomah County.

There being no other business to conduct at this time, the meeting was declared adjourned by Chairman Jackson at 12:02 p.m.

 State Highway Engineer	 Chairman
 Commissioner	
 Secretary	 Commissioner

November 22, 1963

Salem, Oregon
December 18, 1963

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, 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, Controller
Floyd Query, Secretary

Also present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; Harold Schick, Parks Superintendent; H. S. Cox, City and County Engineer; R. B. Sipprell, Liaison Engineer; and Carl Plog, Information Officer.

Mr. Forrest Cooper, State Highway Engineer, was excused from attending this meeting as he was on state business in Washington, D. C.

The Right of Way Engineer presented for consideration options, pages 1 through 20, secured for acquisition of real property needed for state highway use or for other purposes. He stated that to the best of his knowledge the firm of Norris, Beggs and Simpson, of which Commissioner Simpson is a member, is not involved in any of these transactions. After carefully considering the individual options as presented, Chairman Jackson and Commissioner Fridley approved closing the options at the prices given therein and thereupon adopted "Right of Way Resolution No. 10" which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting on this matter to avoid any possible conflict of interest in which he might be involved.

The Property Manager's report covering sales of miscellaneous properties and rentals was presented by the Right of Way Engineer. Since the last Commission meeting miscellaneous sales have totaled \$1,025.00; land sales \$3,355.00; and timber sales \$740.00. During the month of November, \$17,863.40 was received in rental receipts. The Commission accepted the report.

(No Agenda Item No. 1c)

Approval was requested by the Right of Way Engineer for direct sale of 0.2 acre to Southern Pacific Company on the Salem Bypass Section of the Pacific Highway in Marion County, File No. 18267. This parcel, he

December 18, 1963

said, consists of a 25-foot strip of pasture land and has been appraised at \$125. The contemplated sale does not provide access to the Pacific Highway and is subject to the standard sign restriction clause. No federal funds were used in acquiring this property. Following his favorable recommendation, the Commission approved the sale for \$125.

An "Indenture of Access" providing for a change in width and lifting of use restriction on one point of access was presented by the Right of Way Engineer. The change, he said, is consistent with Department policies and has been approved by the Division Engineer of the Bureau of Public Roads. The Commission approved the following "Indenture of Access":

- (1) Nichols Property, File No. 18086, on the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County for widening one point of access from 25 feet to 35 feet and change of use restriction from private residential to commercial use as an approach to a trailer park. The owner has agreed to pay for all cost of constructing acceleration and deceleration lanes, the work to be performed by the State. A deposit in the amount of \$2,500 has been made. The Commission approved the "Indenture of Access".

"Grants of Access" to U. S. Bureau of Land Management and to the Stevenson Property were presented by the Right of Way Engineer. These "Grants", he said, have been carefully investigated and have been approved by the Bureau of Public Roads. Based upon his favorable recommendation, the Commission approved the following "Grants of Access" to:

- (1) U. S. Bureau of Land Management, File No. 19227, on the Low Pass Section of the Siuslaw Highway in Lane County at Highway Engineer's Station 14+80.
- (2) August H. and Thelma Stevenson, File No. 20045, on the Mt. Vernon-John Day Section of the John Day Highway in Grant County at Highway Engineer's Station 343+00.

Extension of a recently expired five-year lease with the LaGrand Industrial Supply Company on the Harbor Drive Section of the Pacific Highway West in Multnomah County was presented by the Right of Way Engineer. The existing lease for storage purposes was entered into on December 11, 1958, and expired December 11, 1963. The area in question, he said, is surrounded by a six-foot chain-link fence and is located under the Southwest Arthur Street Overcrossing. The recently expired lease provided for payment to the State of \$100 per month and contained a sixty-day cancellation clause, as well as authority for the State to enter upon the property for highway maintenance purposes. The lease extension is now being considered by the City of Portland and approval of the Bureau of Public Roads will also be necessary. He recommended that the lease be renewed for a five-year period beginning December 11, 1963, under the same terms as were in existence when the lease expired, and that the Secretary be authorized to sign the lease when approval has been received from the City of Portland and the Bureau of Public Roads. The Commission accepted his recommendation.

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. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted "Condemnation Resolution Nos. 1857 through 1862", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Chief Counsel's letter entitled "Recommendations for Condemnation", dated December 17, 1963, in the Secretary's Office.)

A written report was presented by the Chief Counsel showing results obtained in cases which have been tried since the last Commission meeting. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4046 Marion Nye Bean Bossler, et al.	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	\$ 6,150.00	\$142,000.00	\$ 7,915.00
L-4233 Fisch-Or. Inc., et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	300,000.00	350,000.00	307,000.00
L-4354 Calvin Clark Horger, et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	15,100.00	16,500.00	21,300.00
L-4275 James Arthur Powers, et ux.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	6,000.00	34,650.00	11,100.00

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>	<u>Verdict</u>
L-4347 Gerald Wear	State of Oregon	Clackamas	Inverse Condemnation	\$25,000.00 Amended at trial to \$ 6,000.00	\$1,750.00 for Plaintiff Permanent flowage easement for Defendant

(For additional details concerning these cases, see the Chief Counsel's letter dated December 17, 1963, entitled "Report of Cases Tried" in the General Files in Salem.)

The Chief Counsel also presented a tabulation of cases which have been tentatively settled since the last Commission meeting. He commented briefly on some of the features of these cases. The Commission accepted the report which is 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-4472 Cecile McAlister, et al.	Lane	McKenzie	Blue River-Mill Creek	\$ 9,415.00	\$ 9,415.00
L-4370 Hull Lumber Company	Lincoln	Corvallis-Newport	West Unit Coast Range	750.00	1,000.00
L-4372 William Leveton, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	181,650.00	192,000.00
R-33895 Ethel F. Schiedel	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	7,500.00	7,500.00
R-34072 Wesley P. Steinmetz, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	8,550.00	2,500.00+ exchange of 1,225 sq. ft. of excess property.

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REPORT OF OTHER CASES SETTLED

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>	<u>Settlement</u>
L-4452 Pacific Concrete Co.	State of Oregon	Gilliam	Suit for Injunction- temporary & permanent	Restrain State from enforcing directive to make part of project area available to U. S. Corps of Engineers' contractor	Disputed area made available to Corps of Engineers' contractor. \$2,500.00 to plaintiff on Extra Work Order to be paid by Corps of Engineers

(For additional details, see the Chief Counsel's letter dated December 17, 1963, entitled "Report of Cases Settled" in the General Files.)

The Commission confirmed prior telephonic approval of offers tendered for the acquisition of real property prior to the institution of condemnation proceedings as follows:

BLUE RIVER-MILL CREEK SECTION OF THE MCKENZIE HIGHWAY

R-35664 - Charles E. Angermayer, et ux. 0.3 acre for right of way purposes. Offer of \$2,400.00 approved by Mr. Jackson November 22, 1963. On October 17, 1963, an amount of \$900.00 was approved by Mr. Jackson. The revised amount is due to a new appraisal.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33881 - Michael Koppy and Lawrence Koppy. 5,000 square feet for right of way purposes. Offer of \$10,000.00 approved by Mr. Jackson December 2, 1963.

R-33898 - Sophie Foeller Brady. 5,000 square feet for right of way purposes. Offer of \$13,500.00 approved by Mr. Jackson December 5, 1963.

R-33895 - Ethel F. Schiedel. 3,333 square feet for right of way purposes. Offer of \$7,500.00 approved by Mr. Jackson December 10, 1963.

R-34690 - Barnard Motors, Inc. 10,000 square feet for right of way purposes. Offer of \$42,500.00 approved by Mr. Jackson December 11, 1963.

R-35758 - Olsen Roe Transfer Company. 425 square feet for right of way purposes. Offer of \$6,200.00 approved by Mr. Jackson December 10, 1963.

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GAYLORD-POWERS SECTION OF THE POWERS SECONDARY HIGHWAY

R-35833 - Jack McLeod, et ux. 0.3 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson December 11, 1963.

HENDRICKS BRIDGE SECTION OF THE MCKENZIE HIGHWAY

R-35617 - Jay J. DeYoung, et ux. Parcel No. 1: 1.5 acres for right of way purposes; Parcel No. 2: 600 square feet for right of way purposes; Parcel No. 3: 0.93 acre for right of way purposes. Offer of \$10,900.00 approved by Mr. Jackson December 6, 1963.

R-35626 - W. J. Lambert. 0.1 acre for right of way purposes. Offer of \$300.00 approved by Mr. Jackson December 10, 1963.

R-35628 - Ira H. Magie, et ux. 0.14 acre for right of way purposes. Offer of \$350.00 approved by Mr. Jackson December 9, 1963.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33817 - Wilbur M. Bolton, et ux. 0.32 acre for right of way purposes. Offer of \$1,600.00 approved by Mr. Jackson December 2, 1963.

INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-36016 - Lawrence A. Buhler, et ux. 1.04 acres for right of way purposes. Offer of \$13,000.00 approved by Mr. Jackson December 10, 1963.

R-36021 - Leland W. Svarverud, Jr. 1.25 acres for right of way purposes. Offer of \$10,300.00 approved by Mr. Jackson December 10, 1963.

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

R-35136 - Thelma O. Spackman. 3,442 square feet for right of way purposes. Offer of \$5,500.00 approved by Mr. Jackson December 9, 1963.

PONY CREEK SECTION OF THE EMPIRE-COOS BAY HIGHWAY

R-36189 - Viola B. DeLong. 0.1 acre for right of way purposes. Offer of \$250.00 approved by Mr. Jackson December 2, 1963.

SISKIYOU SUMMIT-CALIFORNIA STATE LINE UNIT, WALL CREEK-CALIFORNIA STATE LINE SECTION OF THE PACIFIC HIGHWAY

R-36053 - Claude J. Miller. 76.5 acres for right of way purposes. Offer of \$6,200.00 approved by Mr. Jackson December 5, 1963.

SOUTH NEWPORT STATE PARK

R-28630 - Pacific Coast Land Company. 27.0 acres for park purposes. Offer of \$5,400.00 approved by Mr. Jackson December 9, 1963.

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

R-32909 - Connors and Jerome T. V. Service Center. 2,725 square feet for right of way purposes. Offer of \$20,700.00 approved by Mr. Jackson December 2, 1963.

R-32861 - Alton F. Grabhorn. Parcel No. 1: 7.0 acres for right of way purposes; Parcel No. 2: 0.13 acre for right of way purposes. Offer of \$19,650.00 approved by Mr. Jackson December 6, 1963.

R-35354 - James F. Vanderhoof, et ux. Parcel No. 1: 0.19 acre for right of way purposes; Parcel No. 2: 0.08 acre for right of way purposes. Offer of \$14,175.00 approved by Mr. Jackson December 10, 1963.

WILSONVILLE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-31286 - William R. Montague, et al. 0.73 acre for right of way purposes. Offer of \$2,075.00 approved by Mr. Simpson December 2, 1963.

A report concerning legal proceedings against the Commission or its employees was presented by the Chief Counsel, summarized as follows:

- (1) R. M. Seaver vs. State of Oregon, in Circuit Court for Lane County, L-4461, to enjoin State from allowing access to and parking on a frontage road by abutting property owners and neighbors of plaintiff.
- (2) Clarence Braden vs. State Highway Commission, in Circuit Court for Marion County, L-4468, to recover \$28,064 damages arising out of alleged misrepresentation in plans which led to additional expense in construction of bridges on Tygh Valley Section, The Dalles-California Highway, Contract No. 6010. Also to recover \$2,800 withheld as liquidated damages for failure to complete on time.
- (3) Verna Deskin vs. State Highway Commission, in Circuit Court for Hood River County, L-4467, to recover \$3,000 compensation for land taken by contractor in course of construction of Fikes Corner-Hood River Section of Mt. Hood Highway. This is in the nature of an "inverse condemnation" action.
- (4) Rex C. Ayers vs. State Highway Commission, in Circuit Court for Multnomah County, L-4471, to recover \$43,800 damages arising out of alleged unreasonable delays in furnishing right of way and arbitrary orders of Engineer in manner of construction on Netarts-Yager Creek Section of Netarts-Sandlake County Road

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in Tillamook County, (FAS project), Contract No. 5498. Plaintiff previously filed this case and took a voluntary nonsuit at time of trial for failure of proof to sustain action.

- (5) Pacific Concrete Co. vs. State Highway Commission, in Circuit Court for Morrow County, L-4452, to enjoin State from assigning certain work areas on Arlington Viaduct Section of the Columbia River Highway, Contract No. 6219, to Peter Kiewit Sons' Co., doing work on adjacent contract for United States Engineers. Hearing for temporary injunction held November 19, 1963. Settlement reached and action dismissed upon agreement of United States Corps of Engineers agreeing to pay certain damages which may result and \$2,500 for additional costs to plaintiff.
- (6) Carse R. Beam vs. Robert Max Brotherton, in Circuit Court for Klamath County, AIS 61-213, for \$50,000 alleged damages arising out of an accident December 5, 1961, at which time defendant was operating a State vehicle which struck and injured plaintiff who was crossing highway on foot.

The Commission authorized the Chief Counsel to hire Mr. Charles C. M. Peterson as Special Counsel for an indefinite length of time at the rate of \$750 per month plus expenses prior to filing a case and \$300 a day plus expenses during court trial.

The Chief Counsel requested and the Commission granted authority to institute a suit for the reformation of a deed in the case of State vs. Mather-Curry on the Cornell Road Interchange Section of the Sunset Highway in Washington County. He explained that this action is necessary because the description of the property involved was faulty in the original deed.

In the case of J. P. Clark vs. the State Highway Commission, the Chief Counsel requested authority to appeal the case to the Supreme Court. In this case, it was his feeling that the Highway Department should not have to pay the attorneys fees because the award was less than the State's offer. The Commission granted authority to appeal the case.

Authority was also requested by the Chief Counsel to appeal cases to a higher court which in his judgment should be appealed because of errors in admission of evidence or rulings on objections or other reasonable technicalities. He pointed out that when Commission meetings are held at intervals of a month to six weeks apart, the time for filing an appeal may expire before the next Commission meeting. Commissioner Fridley suggested that the Commission be notified by letter of appeals made. The Commission granted authority as requested.

The Deputy Engineer presented an agreement with the City of Oceanlake whereby the City takes care of sewage from Devil's Lake State Park. This agreement, he said, has been in effect for several years but the City has a policy that the agreement be renewed each year. Cost of sewage disposal for the park during the past year was \$340 and he recommended that the agreement be extended for a period of one year and that the Secretary be authorized to sign it for the Commission. The Commission accepted his recommendation.

The acquisition of approximately 18 acres of land on the Crown Point Secondary Highway as an addition to Shepperd's Dell State Park was considered. The Deputy Engineer said that the Columbia River Gorge Commission has been trying to secure the tract for several years but the owners would not sell. The new owners, however, have indicated willingness to dispose of the land and he requested authority to negotiate for purchase of the tract which has been appraised at \$2,050. The Commission granted the authority.

The Deputy Engineer reported that awards of contracts had been made which had been referred to the Engineer to award when certain conditions had been met. These conditions, he said, have been taken care of. The Commission confirmed award of the following contracts:

- (1) Grading, paving, stone base, structures and signing on Laura Street-Mohawk Road Section of Eugene-Springfield Highway in Lane County. Bids received November 19, 1963. Contract No. 6364 awarded November 29, 1963, to Slate-Hall, Portland, low bidder.
- (2) Stone base and oiling on Dry Creek Road-California State Line Section in Lake County. Bids received November 19, 1963. Contract No. 6365 awarded December 2, 1963, to J. C. Compton Company, McMinnville, low bidder.

An unsatisfactory traffic condition at the intersection of N. W. Wardway, N. W. Nicolai Street and N. W. 29th Avenue on the Columbia River Highway in the City of Portland was brought up by the Deputy Engineer. To improve conditions at this intersection he recommended that a flashing beacon be installed at an estimated cost of \$1,000, with the understanding that the City of Portland is to pay one-half the cost of installation and provide all future maintenance and power needs. The Commission approved the installation and authorized the Secretary to sign an agreement in their behalf.

The Commission also considered the installation of traffic signals at the intersections of Harrison Street with Second and Third Streets in the City of Corvallis. The Deputy Engineer explained that a contract is being let for construction of a new bridge across the Willamette River at the easterly end of Harrison Street as a part of the Corvallis-Lebanon Highway, and the signals will be necessary when the bridge is completed.

Following his favorable recommendation, the Commission approved the installation, estimated to cost \$11,000, with the understanding that the City of Corvallis is to pay one-half the cost of installation and provide all future maintenance and power needs. The Commission also authorized the Secretary to sign an agreement in their behalf.

In connection with plans for the Stadium Freeway and its intersection with the west end of the Fremont Bridge, the Commission authorized the Engineer to hold a public hearing regarding proposed plans for construction of the St. Helens Road-21st Avenue Section (Upshur St.-Thurman St. Couplet) on the Columbia River Highway in Multnomah County.

The Deputy Engineer reported that at the request of the Division Engineer for the U. S. Bureau of Public Roads an extension of a reduced load limit had been placed on the Lake of the Woods Highway in Jackson and Klamath Counties, from M. P. 24.31 to M. P. 43.02 allowing 11,000 pounds gross on any single axle, and 20,000 pounds gross on any tandem axles, effective 8:00 a.m., November 29, 1963. Mr. Tom Edwards, Assistant Highway Engineer, outlined briefly the reasons for placing and removing the reduced load limits. Other load limit actions were reported as follows:

- (1) Removal of a reduced load limit on the Lake of the Woods Highway in Jackson and Klamath Counties, from M. P. 19.81 to M. P. 43.02, effective at 8:00 a.m., December 4, 1963.
- (2) Re-establishment of a reduced load limit on the Lake of the Woods Highway in Jackson and Klamath Counties, from M. P. 29.54 to M. P. 36.11, allowing 11,000 pounds gross on any single axle, and 20,000 pounds gross on any tandem axles, effective at 8:00 a.m., December 10, 1963. The Commission confirmed these actions.

Requests for increases in workdays within which to complete highway contracts without assessment of liquidated damages were presented by the Deputy Engineer. Each request has been carefully investigated and he made his recommendation as to action to be taken. After considering the Engineer's report, his recommendation, and other available information, the Commission took action on the requests as follows:

- (1) S. W. Groesbeck & W. R. Durbin Construction Co., Contract No. 6194 for grading, paving and structures on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, requested an increase of 33 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 14 workdays without assessment of liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the increase.

- (2) L. S. Matusek, Contract No. 5966 for grading and structures on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, requested an increase from 135 to 168 (33) 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. A letter from the Bureau of Public Roads was presented concurring in the increase.
- (3) Peter Kiewit Sons' Co., Contract No. 6209 for grading on the Bialock-Arlington Section of the Columbia River Highway in Gilliam County, requested an extension of time from October 31 to November 13, 1963, (9) workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request. A letter was presented from the Bureau of Public Roads concurring in the denial.

The Deputy Engineer reported that Contract Nos. 5793, 5966, 6028, 6206, 6210, 6216, 6295, 6297, 6302 and 6324 for highway construction have been completed in accordance with requirements of the contracts or modifications thereof and 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 "Contracts Completed Resolution No. 128", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Completion of location surveys on three sections of state highways was reported by the Deputy Engineer. These surveys, he said, are the result of careful engineering in order to provide for the public the best possible highway facilities considering cost and needs of the traveling public. The Commission approved the following surveys and thereupon adopted resolutions pertaining thereto, which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Survey Resolution Nos. 276 and 277":

- (1) Coyote Creek-Sexton Mountain Section, Pacific Highway, Josephine County. (See "Survey Resolution No. 277").
- (2) Sexton Mountain-Jumpoff Joe Creek Section, Pacific Highway, Josephine County. (See "Survey Resolution No. 277").
- (3) Park Place-Oregon City Section, Cascade Highway, Clackamas County. (See "Survey Resolution No. 276").

In discussing the Coyote Creek-Sexton Mountain Section on the Pacific Highway in Josephine County, the Commission requested that determination of the location of the interchange north or south of Grave Creek be left in the hands of the Josephine County Court.

An increase of \$113,000, or 11.1 percent, was recommended by the Deputy Engineer in the project authorization on Contract No. 6208 for grading and oiling on the Remote-Slater Creek Section of the Coos Bay-Roseburg Highway in Coos County. He listed major reasons for the overrun as being the need for additional emulsified asphalt to upgrade borderline base material, and the addition of select subgrade material over the old oil mat surface which was showing signs of distress. The Commission approved the increase in authorization.

Two resolutions abandoning old sections of highways which have been replaced by newly constructed sections were presented by the Deputy Engineer. In both instances the new sections of highways have been completed and opened to public travel and the old sections are now being abandoned to the counties or to abutting property owners as provided in prior agreements. Following his favorable recommendation, the Commission approved the abandonments and thereupon adopted "Abandonment and Retention Resolution Nos. 369 and 394", which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

- (1) Oregon-Washington Highway-Old Oregon Trail Section of the Umatilla-Mission Highway in Umatilla County. Part is to be abandoned to Umatilla County as a County road and other parts are to be abandoned to the abutting property owners. (See "Abandonment and Retention Resolution No. 369").
- (2) Fikes Corner-Whiskey Creek Section of Mt. Hood Highway in Hood River County. Two units are to be taken over by the County as a part of the County road system, and one unit is to be abandoned to the abutting property owners. (See "Abandonment and Retention Resolution No. 394").

Consideration was given to an agreement with U. S. Bureau of Reclamation covering The Dalles project for that agency. The Deputy Engineer explained that this is the fourth supplemental agreement on this project. This supplement covers an irrigation pipeline crossing at Mile Post 1.0 on The Dalles-California Highway in Wasco County. The agreement has been carefully examined and he recommended that it be approved and that the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

The Commission also considered an agreement with Josephine County concerning the South Side Deer Creek Road in connection with construction of the Selma Section of the Redwood Highway in Josephine County. The Deputy Engineer commented that the agreement requires the State to relocate and construct a portion of South Side Deer Creek Road and close the existing South Side Deer Creek Road at its intersection with the relocated portion of the county road. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement was considered with Morrow County covering the Airport Road-Irrigon Junction Section of the Columbia River Highway (I-80N). The Deputy Engineer said that the agreement requires the State to construct a portion of Morrow County Wilson Road, the Airport Road and Boardman Interchanges. The agreement also provides for closure of several county roads at their intersections with the highway. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Deputy Engineer presented a number of resolutions establishing, revising or rescinding speed zones on sections of state highways. Many of these, he said, are a part of the continuing investigations to modernize existing speed zones to fit present traffic conditions. Based upon his favorable recommendation, the Commission adopted "Speed Zone Resolution Nos. 425 through 432, 286a, 142a, 119a and 31b", which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

- (1) Rescind "Speed Zone Resolution No. 283" adopted December 11, 1958, and adopt resolution establishing a 40 mile-per-hour speed zone on the Oregon Coast Highway through the community of Beaver between a point 0.41 mile north of Blaine Road to a point 0.14 mile south of Bun Creek Road, except that between a point 200 feet west of Blaine Road and a point 50 feet west of Bun Creek Road the indicated speed shall be 20 miles per hour during the hours of school. (See "Speed Zone Resolution No. 425").
- (2) Establish a 40 mile-per-hour speed zone on the Klamath Falls-Lakeview Highway in the community of Bly in Klamath County between a point 0.32 mile north of the maintenance station and Gerber Road. Establish a 30 mile-per-hour speed zone between Gerber Road and a point 150 feet south of the railroad grade crossing. (See "Speed Zone Resolution No. 426").
- (3) Rescind 35 mile-per-hour "Speed Zone Resolution No. 286" adopted March 5, 1959, on the Central Oregon Highway east of Vale in Malheur County. Rescinding of this speed zone will place the Basic Rule in operation. (See "Speed Zone Resolution No. 286a").

- (4) Rescind 50 mile-per-hour "Speed Zone Resolution No. 119" adopted September 24, 1953, on the Central Oregon Highway north of Nyssa in Malheur County. (See "Speed Zone Resolution No. 119a"). Rescind 50 mile-per-hour "Speed Zone Resolution No. 142" adopted April 1, 1954. (See "Speed Zone Resolution No. 142a"). Rescinding of these resolutions will place the Basic Rule in operation.
- (5) Establish 45 mile-per-hour speed zone on the Klamath Falls-Lakeview Highway in the community of Beatty in Klamath County between a point 300 feet west of Yellow Jacket Springs Road and a point 0.36 mile east of Yellow Jacket Springs Road. (See "Speed Zone Resolution No. 427").
- (6) Rescind that portion of 40 mile-per-hour "Speed Zone Resolution No. 31" adopted September 21, 1949, pertaining to the Central Oregon Highway south of Hines in Harney County between M. P. 127.48 and M. P. 128.73. (See "Speed Zone Resolution No. 31b").
- (7) Establish 35 mile-per-hour speed zone on the Century Drive Secondary Highway between the south city limits of Bend in Deschutes County and a point 0.11 mile south of Commerce Avenue. (See "Speed Zone Resolution No. 428").
- (8) Establish a 35 mile-per-hour speed zone on the Klamath Falls-Malin Highway adjoining the City of Merrill in Klamath County between a point 100 feet west of Roosevelt Street and Roosevelt Street, east city limits of Merrill, and between Roosevelt Street and a point 0.17 mile east of Roosevelt Street. (See "Speed Zone Resolution No. 429").
- (9) Establish a 40 mile-per-hour speed zone on the Chiloquin Secondary Highway between a point 0.27 mile northwest of the junction of the Chiloquin spur and the north city limits of Chiloquin, and between a point at the west city limits of Chiloquin to a point 0.37 mile southwest of the Chiloquin spur. (See "Speed Zone Resolution No. 430").
- (10) Rescind "Speed Zone Resolution No. 151" adopted May 11, 1954, and establish speed zones on the Tualatin Valley Highway between Beaverton and Hillsboro as follows: 45 miles per hour between a point 100 feet west of the east leg of S. W. 170th Avenue and a point 700 feet east of S. W. 182nd Avenue; 35 miles per hour between a point 700 feet east of S. W. 182nd Avenue and a point 150 feet west of S. W. 187th Ave.; and 45 miles per hour between

a point 150 feet west of S. W. 187th Avenue and a point 200 feet west of S. W. 219th Avenue. (See "Speed Zone Resolution No. 431").

- (11) Rescind "Speed Zone Resolution No. 51" dated December 19, 1950, and "Speed Zone Resolution No. 227" dated June 4, 1956. Establish speed zones on the Ontario Spur on the Olds Ferry-Ontario Highway adjoining the City of Ontario as follows: 30 miles per hour between the east city limits and a point 0.10 mile east of the east city limits of Ontario; 40 miles per hour between a point 0.10 mile east of the east city limits and the west end of the Snake River Bridge; and 25 miles per hour between the west end of the Snake River Bridge and the Oregon-Idaho State line. (See "Speed Zone Resolution No. 432").

The Commission confirmed the date for the next Commission meeting on Thursday, January 30, 1964, in the Conference Room of the State Highway Building in Salem. A tentative date for the next regular meeting was set for March 12, 1964.

The Deputy Engineer presented to the Commission a tabulation of bids received December 17 for highway construction projects. For each project he mentioned the number of bids received, the name of the low bidder and the amount, the estimated cost and his recommendation as to award, referral or rejection. At 9:30 a.m., the Commission awarded contracts as follows and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON DECEMBER 17, 1963

"Roseburg Traffic Signals at intersection of W. Harvard Blvd. and W. Bellows St. in Douglas County. Two bids were received. The Commission awarded the contract to the low bidder, Trowbridge Electric, Roseburg, at \$5,968.00. State Project.

"Grading and paving on Roberts Mountain Section of Pacific Highway, south of Roseburg in Douglas County. Federal-Aid Interstate Highway Project No. I-5-2(29)116. Eight bids were received. The Commission awarded the contract to the low bidder, Slate-Hall, Portland, at \$1,114,916.50.

"Hay Creek Bridge on Hay Creek County Road, southwest of Arlington and west of Mikkalo in Gilliam County. FAP No. S-130(3). Nine bids were received. The Commission elected to accept the low bid of R. L. Coats, Bend, in the sum of \$23,090.00 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 \$5,200.00 is deposited by the County.

"Rock Production on the Silvies-Poison Cr. Section of John Day-Burns Highway, north of Burns in Grant & Harney Counties. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, Arthur Simonsen & Co., Baker, at \$30,950.00.

"Grading on the Siskiyou Summit-California Line Section of Pacific Highway, south of Ashland in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(30)00. Seven bids were received. The Commission awarded the contract to the low bidder, Western Contracting Corporation, Sioux City, Iowa, at \$4,874,858.00.

"Stone base and oiling on Jefferson County Roads, FAS Rtes. 547 and 660 in vicinity of Culver in Jefferson County. FAP Nos. S-494(2) & S-107(3). Six bids were received. The Commission elected to accept the low bid of Babler Bros., Inc., Portland, in the sum of \$86,128.00 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 \$19,500.00 is deposited by the County.

"Grading, paving and structure on the Selma Section of Redwood Highway, south of Grants Pass in Josephine County. FAP No. F-127(13). Eleven bids were received. The Commission awarded the contract to the low bidder, C & H Durbin Construction Co., Eugene, at \$345,642.50.

"Rock Production on the Alkali Lake-Valley Falls Section of Lakeview-Burns Highway, north of Lakeview in Lake County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Jed Wilson and Son, LaPine, at \$21,900.00.

"Grading, paving, oiling and structure on Airport Road-Irrigon Junction Section of Columbia River Highway, east of Arlington, in Morrow County. Federal-aid Interstate Highway Project No. I-80N-5(10)157. This project was withdrawn from the letting.

"Grading, paving, structures and signing on the Willow Creek-Airport Road Section of Columbia River Highway, east of Arlington in Morrow County. Federal-aid Interstate Highway Project No. I-80N-5(11)147. Six bids were received. The Commission awarded the contract to the low bidder, Earl L. McNutt Co., Eugene, at \$1,921,244.15.

"Stone base and oiling on the Scott Canyon-Wasco Section of FAS 313, south of Rufus in Sherman County. FAP No. S-93(2). Eighteen bids were received. The Commission elected to accept the low bid of Frank G. Baulne, Inc., Yardley, Wn., in the sum of \$151,035.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Sherman County is received and the sum of \$34,100.00 is deposited by the County.

"Hillsboro Traffic Signals at intersection of 10th Ave. and Maple St. in Washington County. State Project. Three bids were received. The Commission elected to accept the low bid of Trowbridge Electric, Roseburg, in the sum of \$6,397.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Hillsboro is received and the sum of \$3,600.00 is deposited by the City.

"Replace piles and pile dolphins at Astoria and Megler on Astoria Ferry Landings in Clatsop County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, General Construction Company, Seattle, Wn., at \$28,880.00.

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The Commission approved the minutes of the meeting held November 22, 1963.

In construction of the North Unit of the Siletz-Toledo Section of the Siletz Secondary Highway, the Deputy Engineer pointed out that a 27-inch water line owned by the Georgia-Pacific Corporation must be moved prior to the start of highway construction. Although this section, he said, is not on an approved construction program it is believed it will be necessary to build the section in the not-too-distant future. As the line can be moved only during the winter and spring months when it is not in use he recommended that authority be granted to move it at an estimated cost of \$30,000, and that the Commission give concurrence in programming the project with the Bureau of Public Roads as a secondary project. The Commission approved his recommendation and authorized the Secretary to sign an agreement covering the project as outlined.

Attention was given to renewal of a lease agreement with Mr. and Mrs. Richard Thomas for operation of concession privileges in the Depoe Bay Rest Station on the Oregon Coast Highway in Lincoln County. The Deputy Engineer commented that the present lease agreement expires January 1, 1964. The agreement provides payment to the Highway Department of seven percent of the gross sales each year which during the first ten months of 1963 amounted to \$2,438. As the concessionaire has performed his services in a satisfactory manner and wishes to renew the lease on the same terms, he recommended that the lease be renewed for a three-year period from January 1, 1964 to December 31, 1966, and that the Secretary be authorized to sign the agreement in behalf of the Commission. The Commission accepted his recommendation. In discussing this matter Chairman Jackson inquired if it is necessary to call for bids for the concession operation. The Deputy Engineer replied that no other persons had expressed interest in the concession but if there had been other interested parties bids would have been called.

To release the State of further obligation for maintenance, the Deputy Engineer recommended transfer of title to Multnomah County of a small parcel of land approximately 500 feet in length at the connection of the 122nd Avenue off-ramp with the Banfield Freeway, Columbia River Highway, in the City of Portland. The property was acquired as a part of a joint acquisition with the County and as the State has no need for it for highway purposes he recommended that it be transferred to the County without charge. The Commission approved the transfer of property and executed a "Relinquishment of Title".

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

"Bargain & Sale Deed" to Southern Pacific Co. for a parcel of land on the Salem Bypass Section of Pacific Highway in Marion County.

"Grant of Access" to U. S. Dept. of Interior (Bureau of Land Management) covering property on Low Pass Section of Siuslaw Highway in Lane County.

December 18, 1963

"Grant of Access" from August H. & Thelma Stevenson covering property on Mt. Vernon-John Day Section of John Day Highway in Grant County.

"Relinquishment of Title" to Multnomah County covering transfer of two parcels of land on N. E. 122nd Ave. connection of Columbia River Highway.

"Indenture of Access" to B. M. Hillis and Dolores P. Hillis for a parcel of land on the Reedsport-Winchester Bay Section of Oregon Coast Highway in Douglas County.

"Lease & Sale of Road Materials" agreement with Lenard F. and Mabel A. Geiler to a parcel of land on the Porcupine Butte Forks Section of Shaniko-Fossil Highway in Wheeler County.

"Bargain & Sale Deed" to Wesley P. and Rose Anne Steinmetz for a parcel of land on the Fremont Interchange-Marquam Bridge Section of Stadium Freeway in Multnomah County.

"Supplemental Agreement" with U. S. Bureau of Reclamation concerning The Dalles project, covering an irrigation pipeline crossing at M. P. 1.0 on The Dalles-California Highway in Wasco County.

"Throughway Agreement" with Morrow County covering the Airport Road-Irrigon Junction Section of Columbia River Highway.

"Throughway Agreement" with Josephine County covering construction on the Selma Section of the Redwood Highway in Josephine County.

At 9:45 a.m., the Chairman recessed the meeting which was reconvened at 11:00 a.m. with the same persons present.

A delegation from Coos County appeared before the Commission to request that the State take over a portion of the Coos River Road as an addition to the Coos River State Secondary. The following persons were present: Charles W. Mahaffy, Coos County Board of County Commissioners; Clair Terry, Chamber of Commerce; both from Coos Bay, and Lyle Chappell, Member of North Bend City Council. Mr. Mahaffy, Coos County Commissioner, acted as spokesman and read a statement from the Coos County Board of Commissioners. He also exhibited a map showing the section of highway to be considered. The statement pointed out that the 4.9 mile section of highway leading into Golden and Silver Falls State Park is a gravel road maintained by the County. This section is difficult and expensive for the County to maintain because of its isolated location in regards to other county roads and it would provide cheaper over-all maintenance if the State would take over the section leading into the state park. He inquired if there is any action that the County can take to get the State to take over this section. Chairman Jackson inquired if the road leading into Loon Lake is paved. Mr. Mahaffy replied that the road is paved from the Umpqua Highway into Loon Lake; however, on the section of road between Golden and Silver Falls State Park and Loon Lake

a bridge is out which the County does not plan to replace. He also commented that during periods when there is heavy fog on the beaches tourists like to go inland, particularly to Golden and Silver Falls State Park. The Chairman pointed out that the State Park is located on a dead end road and extension of the secondary highway would not fit well into the Secondary System. It was his thought that it might be better if it were to be a county road. Mr. Terry presented pictures to the Commission of the Golden and Silver Falls State Park. He also read letters from the Coos Bay Chamber of Commerce and the Coos Bay Port Commission supporting the County Court in its effort to get this section of highway designated as a portion of the State Secondary. He also commented on the increase of tourist travel to the park and mentioned that Weyerhaeuser Lumber Company operates an overnight camping area near the State Park. Mr. Chappell stated that the North Bend City Council also favors the proposal submitted by the County. Chairman Jackson stated that the Commission realizes the value of the Golden and Silver Falls area for recreational purposes and the matter will be carefully investigated.

A delegation from Morrow County came before the Commission concerning construction of the Lower Willow Creek Cutoff to replace a portion of the Heppner Highway, and reconstruction of two bridges in Heppner. Mr. Oliver Creswick, representing Morrow County Chamber of Commerce, introduced the other members of the delegation and commented that Judge Peterson was unable to attend because of illness. Present were: Gene Pierce, Bank of Eastern Oregon, Heppner; and Merle Hoag, Chairman of Gilliam County Planning Commission and Port of Arlington, Arlington. Mr. Creswick recalled that in at least three previous appearances before the Commission, delegations had urged construction of the cutoff from Morgan on Willow Creek to Arlington by way of Four Mile Canyon. This project, he stated, is still supported by the Morrow County Court, the Gilliam County Court, the Arlington Chamber of Commerce, the State Department of Planning and Development and by many individuals. He emphasized the need for better highways in Morrow County as an economic aid. Construction of the Cutoff, he stated, would shorten the trip to Portland by approximately one half hour. Word was recently received that the Commission has plans to rebuild a section of the Heppner Highway within the City of Heppner which will entail widening the Willow Creek Bridge and the bridge across Hinton Creek. He thanked the Commission for this contemplated construction and urged that it be done as soon as possible. Mr. Pierce commented on the need for the Morgan Cutoff as it would shorten wheat hauling from the interior of the County to Arlington by 10 or 12 miles. The section to be replaced, he stated, was built for Model "T" type traffic and is too narrow for modern trucks. Mr. Hoag stated that both the Gilliam County Planning Commission and the Port of Arlington support the Cutoff. Chairman Jackson stated that a study is being made of highway needs and the consummation of the Boeing lease in the Boardman Park area could have some effect. He asked that the delegation convey to Judge Peterson the Commission's best wishes for his good health.

Mr. Paul Lansdowne, President of Oregon National, Inc., came before the Commission concerning revisions to interchange facilities on the Pacific Highway at or near Dillard Road, located about 5 miles south of Eugene. He recalled that he had appeared before the Commission a few months previously and considerable progress has been made in construction of the

Sports Complex. A one-mile drag strip has been graded and rock surfaced and the 2.8 mile sport car race track has been graded. It is contemplated that races will be held beginning June 7, 1964. He called attention to a crowd of approximately 30,000 which attended the last race of the 1963 season in Kent, Washington. Access to the Complex, he said, is good but to accommodate the expected crowds and to prevent traffic tie-up he urged improved egress from the Complex to the Interstate Highway. He also mentioned that the Corporation has acquired approximately 369 acres in the area for industrial development and that the Corporation has control of 1,000 acres on both sides of the Pacific Highway in this area. It was his opinion that within a few years the Sports Complex would attract annually between 250,000 and 300,000 patrons. The Corporation also has plans to construct a sports arena with 7,500 capacity for wrestling and boxing matches, square dancing and other events, including a marina for boat racing and an ice hockey pavilion. He urged the Commission to construct a complete interchange on the Pacific Highway at the south limits of the Sports Complex, complete the frontage road and provide an on-ramp at the Dillard Road overcrossing. The Deputy Engineer commented that to construct the additional on-ramp involved a matter of policy as to whether such construction could be undertaken before the need is actually demonstrated. He also pointed out that it appeared doubtful if a second interchange in the location indicated could be justified. He further stated that no definite criteria or formula for the proper spacing of interchanges had ever been developed but that it would be difficult to justify one within a mile or so of Dillard Road and doubted if Federal approval could be secured. He also mentioned that the proposed industrial area appears to be served by an adequate public road system other than the Interstate Highway. Mr. Lansdowne presented to the Commission a map of the proposed Complex. Chairman Jackson stated that the Commission would give the matter careful consideration.

The Deputy Engineer stated that Thomas E. Young and Mary S. Young of Lake Oswego have offered to donate to the State Highway Commission 24.1 acres of land for a state park located on the Oswego Highway between Lake Oswego and West Linn in Clackamas County. The Parks Division, he said, has investigated the property and has reported that it is well suited for a roadside park. He recommended that the gift be accepted and remarked that for personal reasons Mrs. Young has requested that no publicity be given to the gift. The Commission accepted the gift by adopting "State Park Resolution No. 23" which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Commission also instructed the Secretary to write a letter to the Youngs expressing the Commission's deep appreciation for their gift.

There being no further business to consider, Chairman Jackson declared the meeting adjourned at 11:45 a.m.

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

K. N. Fridley
Commissioner

Daniel B. Simpson
Commissioner

Floyd Query
Secretary

December 18, 1963

Salem, Oregon
January 30, 1964

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

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, 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, Controller
Floyd Query, Secretary

Also present were Theodore Dec, Engineering Coordinator, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; R. B. Sipprell, Liaison Engineer; D. H. Moehring, Assistant Right of Way Engineer; H. S. Cox, City and County Engineer; and Carl Plog, Information Officer.

Commissioner Simpson was excused from attending this meeting as he is on vacation.

The Right of Way Engineer presented for consideration options, pages 1 through 29, secured for acquisition of real property needed for state highway use or for other purposes. He stated that to the best of his knowledge the firm of Norris, Beggs and Simpson, of which Commissioner Simpson is a member, is not involved in any of these transactions. After carefully considering the individual options as presented, Chairman Jackson and Commissioner Fridley approved closing the options at the prices mentioned therein and thereupon adopted "Right of Way Resolution No. 11", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report covering sales of miscellaneous properties and rental of highway properties was presented by the Right of Way Engineer. Miscellaneous sales from December 18, 1963, to January 17, 1964, totaled \$1,850.00; timber sales amounted to \$834.09; rental receipts for the month of December were \$22,095.63. 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 needed for highway purposes. Access provisions and other conditions of sale, he said, are consistent with standards required of other properties in the vicinity and the minimum sale price is based upon appraised value or upon an offer in

January 30, 1964