

excess of appraised value. The Commission authorized public sale of the following parcels of property and thereupon adopted "Real Property Resolution Nos. 402, 403, and 404" which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 4 acres of land, File No. 21481, on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, approximately three miles south of Cottage Grove Interchange, for not less than \$960. Sale is to be subject to the standard sign restriction clause and no access is to be permitted to the Pacific Highway. No federal funds were used in the acquisition of this property.
- (2) 3.5 acres, File Nos. 21478 and 21479, on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, approximately 3/4 mile southerly of the London Springs Road Overpass, for not less than \$1,040. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. The right of way fence is to be relocated by State forces. No federal funds were used in the acquisition of this property.
- (3) 4.12 acres, File No. 16153, on the Washburne-Balm Grove Section of the Wilson River Highway in Washington County, approximately 1/2 mile east of the junction of the old Wilson River Highway, for not less than \$1,800. Sale is to be without restrictions and access is to be granted to the county road. Federal funds were not used in the acquisition of this property. (See "Real Property Resolution No. 404")
- (4) 22 acres, File No. 24160, on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County, about 1/2 mile east of Sheridan for not less than \$4,000. No access is to be allowed to the Salmon River Highway but access will be provided by a frontage road serving the property. No federal funds were used in acquiring this property. (See "Real Property Resolution No. 402")
- (5) 15,300 square feet of land, File No. 25471, on the North Jefferson Junction-Albany Section of the Pacific Highway in Linn County, in the northeast quadrant of the Santiam Interchange, near the east city limits of Albany, for not less than \$4,500. No access is to be allowed to the Pacific Highway and sale is to be subject to an advertising restriction clause. No federal funds were used in acquiring this property. (See "Real Property Resolution No. 403")

The Right of Way Engineer also requested authority to make direct sale of four parcels of property no longer needed for highway purposes which

are not feasible to offer for public sale because of location, size and shape of the properties. Sale price of these properties, he said, has been determined by appraisal and access provisions are consistent with access provided for other properties in the vicinity. The Commission approved direct sale of the following properties and thereupon adopted "Real Property Resolution No. 405", which resolution by this reference is made a part hereof and filed in the Secretary's Office:

- (1) 2 parcels of property containing 9,500 square feet of land, File Nos. 34357 and 34359, on the Michigan Avenue-Ferry Creek Section of the Coquille-Bandon Highway in Coos County, to the City of Bandon for \$1. The City of Bandon has assessed these two properties for sewer and street improvements in the amount of \$814.70 and has agreed to accept the properties in lieu of the State paying the assessments. No federal funds were used in acquiring these properties.
- (2) 0.14 acre, File No. 21407, on the Cottage Grove-Divide Section of the Pacific Highway in Lane County on the westerly side of the highway south of the railroad crossing in Cottage Grove, to Howard and Marcell Dulley, for \$275. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. The State is to relocate the right of way fence. Federal funds were not used in acquisition of this property.
- (3) 1/2 block of land, File M-174, on the Dufur Section of The Dalles-California Highway in Wasco County, to the Dufur Public School District No. 29C, for \$2,000. This is a former maintenance headquarters site located at Court and Third Streets in Dufur. No restrictions are to be imposed in the sale. No federal funds were used in acquiring the property. (See "Real Property Resolution No. 405")
- (4) 6 3/4 acres, File No. 24108, on the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, for \$350 to Hubert A. Rieck, the adjoining owner. No access is to be allowed to the Salmon River Highway. Federal funds were not involved in the acquisition of this property.

Several "Indentures of Access" involving routine changes in points of access to state highways were presented by the Right of Way Engineer. These proposed changes, he said, have been investigated in the field and have been approved by the Construction Engineer and the Assistant State Highway Engineer. Approval of the Bureau of Public Roads has been secured in each instance in which federal funds were involved in either right of way or construction. The Commission approved the following "Indentures":

- (1) Roberts Property, File No. 17940, on the Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, for a change of location and widening to 50 feet of one point of access, restricted to private residential use.
- (2) Voris Property, File No. 31184, on the Green Springs Interchange Section of the Green Springs Highway in Jackson County, for a change in location of two points of access 40 feet in width and unrestricted as to use.
- (3) Bates and Yantti Property, File No. 26519, on the Forest Grove-Cornelius Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, for a change in location of one point of access, 25 feet in width and unrestricted as to use.
- (4) Erickson Property, File No. 27157, on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County, for a change of location in two points of access, 35 feet in width and unrestricted as to use.
- (5) Ziegenbein Property, File No. 33458, on the Fikes Corner-Whiskey Creek Section of the Mt. Hood Highway in Hood River County, for a change of location and widening to 35 feet of one point of access, unrestricted as to use.
- (6) New Plaza, Inc., Property, File No. 34054, on the Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County, for a change in location of two points of access 40 feet in width and unrestricted as to use, for three points of unrestricted access, two of which are 35 feet in width and one 40 feet in width. The owner has elected to repay to the State the sum of \$1,000 which was paid to him at the time access was restricted to two points. The Right of Way Engineer added that the proposal has not yet been approved by the Bureau of Public Roads. The Commission's approval was contingent upon the Bureau's concurrence.
- (7) Rand Property, File Nos. 31579 and 31580, on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow County, for a change of location and widening from 25 to 35 feet of one point of access, unrestricted as to use.

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

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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. 1863 through 1875", 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", and "Supplemental Recommendations for Condemnation", dated January 30, 1964, in the Secretary's Office.)

A written report was presented by the Chief Counsel on six condemnation cases which have been tried in court since the last Commission meeting. Concerning the George A. Braley case for property on the Fremont Interchange-Marquam Bridge Section of the Stadium Freeway in Portland, Multnomah County, he requested and the Commission granted authority to appeal the case because the attorney's fees allowed by the Lower Court appear too high. 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-4252 David E. Curtis, et al.	Jackson	Pacific	South Ashland- Wall Creek	\$ 30,250.00	\$ 45,000.00	\$ 37,000.00
L-4248 George A. Braley, et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	127,234.00	165,000.00	155,000.00
L-4326 Catherine D. Maloney, et vir.	Multnomah	Sunset	Highlands Interchange- Stadium Freeway	8,000.00	10,000.00	9,000.00
L-4377 Unknown Heirs of Otto Eklund	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	140.00	None	140.00
L-4243 Reta Eggers, et al.	Washington	Pacific	Haines Road Interchange	1,550.00	4,500.00	2,750.00
L-3814 Clarence Irelstad, et ux.	Tillamook	Oregon Coast	Hobsonville- Bay City	680.00	4,500.00	1,000.00

(For additional details concerning these cases, see the Chief Counsel's letter, dated January 29, 1964, entitled "Report of Cases Tried", in the General Files in the Salem Office.)

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A report was also presented by the Chief Counsel on cases which have been settled out of court since the last Commission meeting. These settlements, he said, have been approved by the Highway Administrative Review Board at appraised figures or amounts so close to appraised value as not to constitute a substantial increase. On three borderline cases, the Electrical Distributing, Inc. settlement, File No. L-4338; the Elizabeth L. Meier property, File No. L-4339; and the Nemer Investment Co. property, File No. L-4226, all on the Stadium Freeway in Portland, Multnomah County, he requested and the Commission granted approval, subject to concurrence by the U. S. Bureau of Public Roads. Concerning the Brander Meat Company case, File No. L-3973, for property on the North Portland Harbor-North Russell Street Section of the Pacific Highway in Multnomah County, the Chief Counsel asked for conditional approval on this case, pending further investigation of whether an item of \$3,000 is included in the settlement or not. If it is not included, he did not wish to recommend the settlement but would recommend it if it was. The Commission approved the settlement of the Brander case as recommended by the Chief Counsel. The Commission also approved the other cases settled, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-4301 Barbey Packing Company	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp Spur	\$ 88,000.00	\$ 94,000.00
(Review Appraisal \$89,000.)					
L-4415 Sue Allen Cox, et al.	Douglas	Pacific	Sutherlin-Shady	250.00	850.00
(Insubstantial increase when considered in connection with verdict in a condemnation by Douglas County for adjacent land.)					
L-4451 Edward C. Glossop, et ux.	Jackson	Pacific	Wall Creek-California State Line	100.00	230.00
L-4477 Fred H. Hansen, et ux.	Jackson	Pacific	Wall Creek-California State Line	400.00	650.00
L-4433 George H. Smith, et al.	Lane	McKenzie	Blue River-Mill Creek	350.00	500.00
L-4456 Paul D. Fletcher, et al.	Lane	McKenzie	Blue River-Mill Creek	3,950.00	3,900.00

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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-4482 Gertrude Kaufman, et al.	Lane	McKenzie	Blue River-Mill Creek	\$ 11,000.00	\$ 13,500.00
L-4481 E. R. Ash, et al.	Morrow	Columbia River	Arlington-Boardman Junction	5,100.00	5,100.00
L-3973 Brander Meat Company	Multnomah	Pacific	North Portland Harbor-North Russell Street	10,500.00	15,000.00 plus deed to 1.83 acres
L-4019 General Construction Company, Inc.	Multnomah	Columbia River	Sauvies Island-St. Johns Bridge	27,000.00	35,000.00
(State's high appraisal was \$34,975.00.)					
L-4074 Daniel James Silverman, et al.	Multnomah	Columbia River	Sauvies Island-St. Johns Bridge	250.00	550.00
L-4109 Elizabeth Chenoweth, et vir.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	7,600.00	9,000.00
(\$560 interest will be due on any judgment taken.)					
L-4338 Electrical Distributing, Inc.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	13,000.00	15,000.00
(Subject to approval of BPR.)					
L-4339 Elizabeth L. Meier, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	47,500.00	55,000.00
(Subject to approval of BPR.)					
L-4380 Selwyn Bingham, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	460,000.00	482,500.00 plus interest from 11-26-63 to 1-22-64
(This is a supplement to our report of November 22, 1963, to include interest.)					
L-4408 Frederick C. Baker, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	191,000.00	199,000.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4429 Sarah H. Johnson, et vir.	Multnomah	Sunset	Highlands Interchange-Stadium Freeway	\$ 650.00	\$ 900.00
L-4487 Thelma O. Spackman, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	5,500.00	5,500.00
L-4419 Mabel Haven, et al.	Sherman	Sherman	Wasco-Moro	1,905.00	1,905.00
L-3809 Alfred F. Coats, et al.	Tillamook	Oregon Coast	Hobsonville-Bay City	2,150.00	7,300.00
(Appraisal revised to \$7,300.)					
L-3813 Emma Coats, et al.	Tillamook	Oregon Coast	Hobsonville-Bay City	800.00	2,200.00
(Appraisal revised to \$2,200.)					
L-4315 Selwyn A. Bingham, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	85,450.00	95,000.00
(State's high appraisal was \$91,500.)					
L-4295 Wallace R. Dietderick, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	2,950.00	3,750.00
(State's high appraisal \$3,200.)					
L-4503 Henry Johnsen, et ux.	Coos	Empire-Coos Bay	Pony Creek	320.00	450.00
L-4497 Grace I. Long, et vir.	Lane	McKenzie	Hendricks Bridge	1,000.00	1,000.00
L-4501 Florence M. Dahlke, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	200,000.00 revised to 183,000.00	200,000.00
L-4358 Helene Meinhoff, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	15,000.00	16,750.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4397 Henry W. Krebs, et al.	Gilliam	Columbia River	Arlington-Boardman Junction	\$ 300.00	\$ 1,200.00
(State's high appraisal \$900.)					
R-35000 John F. Cawrse Estate	Coos	Coos Bay-Roseburg	Rock Creek	7,150.00	7,150.00
L-4391 Mary Corbett Robertson, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	650,000.00	650,000.00
Owner reserves the building and obligates himself to remove same by Dec. 31, 1964.					
L-3821 Ruth C. Plastino, et al.	Tillamook	Oregon Coast	Hobsonville-Bay City	200.00	200.00
L-4226 Nemer Investment Co., et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	33,000.00	39,000.00
(Subject to approval of BPR.)					

REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demand of Plaintiff	Settlement
L-4162 Richard M. Peters, et al.	State of Oregon	Linn	Inverse Condemnation	\$30,000.00 (Complaint) 1,000.00 (Settlement demand)	\$400.00

(Telephonic approval of Mr. Jackson January 23, 1964.)

(For additional details, see the Chief Counsel's letter, dated January 29, 1964, entitled "Report of Cases Settled", in the General Files.)

The Commission confirmed prior telephonic approval of offers made to the owners for the acquisition of real property prior to the institution of condemnation procedures, as follows:

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DARLINGTONIA STATE PARK

R-35389 - Overton Dowell, Jr., et al. 0.46 acre for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson December 30, 1963.

FLORENCE-CUSHMAN SECTION OF THE SIUSLAW HIGHWAY

R-35681 - Vlayds Vern Davidson, et ux. 0.02 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson January 7, 1964.

R-35688 - Mae A. Petersen. 1,300 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Jackson January 7, 1964.

R-35689 - Irma Erhart, et al. Parcel No. 1: 0.15 acre for right of way purposes; Parcel No. 2: 0.09 acre for right of way purposes. Offer of \$700.00 approved by Mr. Jackson January 14, 1964.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-35897 - Jean Olmstead and Audrey Olmstead Coe. 2,455 square feet for right of way purposes. Offer of \$3,000.00 approved by Mr. Jackson January 17, 1964.

HENDRICKS BRIDGE SECTION OF THE MCKENZIE HIGHWAY

R-35615 - Lester A. Tipton, et ux. 1,000 square feet for right of way purposes. Offer of \$800.00 approved by Mr. Jackson December 17, 1963.

R-35620 - Joe B. Long, et ux. 0.27 acre for right of way purposes. Offer of \$1,500.00 approved by Mr. Jackson December 13, 1963.

R-35622 - Grace I. Long. 0.73 acre for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson December 19, 1963.

R-35623 - W. J. Lambert, et ux. 0.58 acre for right of way purposes. Offer of \$1,225.00 approved by Mr. Jackson December 18, 1963.

HIGHLANDS INTERCHANGE-STADIUM FREEWAY SECTION OF THE SUNSET HIGHWAY

R-33819 - Ford M. Converse. 0.57 acre for right of way purposes. Offer of \$2,400.00 approved by Mr. Jackson December 17, 1963.

INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-35996 - Kile J. Cook, et ux. 0.15 acre for right of way purposes. Offer of \$8,500.00 approved by Mr. Jackson January 7, 1964.

R-36017 - Kay Shimmin. 0.62 acre for right of way purposes. Offer of \$9,000.00 approved by Mr. Jackson December 26, 1963.

R-36018 - Ben Isaac Maxwell, et ux. 2.25 acres for right of way purposes. Offer of \$16,000.00 approved by Mr. Jackson December 26, 1963.

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LONG CREEK MAINTENANCE SITE ON THE PENDLETON-JOHN DAY HIGHWAY

R-34622 - Estate of Susan I. Robertson. 8,500 square feet for maintenance site. Offer of \$1,300.00 approved by Mr. Fridley December 19, 1963.

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

R-31848 and R-31857 - Alfred S. Teller and Harry C. Teller. 32,231 square feet for right of way purposes. Offer of \$113,000.00 approved by Mr. Jackson December 27, 1963.

PONY CREEK SECTION OF THE EMPIRE-COOS BAY HIGHWAY

R-36190 - Henry Johnsen, et ux. 0.2 acre for right of way purposes. Offer of \$320.00 approved by Mr. Jackson December 26, 1963.

ROCK CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-35000 - Estate of John F. Cawrse. 15.1 acres for right of way purposes. Offer of \$7,150.00 approved by Mr. Jackson January 15, 1964.

STAFFORD ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-35866 - Ralph H. Elligsen, et al. 0.16 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson January 7, 1964.

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

R-32921 - Oren Edwin Sudtell, et al. 1,775 square feet for right of way purposes. Offer of \$23,000.00 approved by Mr. Jackson January 20, 1964.

R-33292 - Erman E. Mitts, et ux. Parcel No. 1: 0.22 acre for right of way purposes; Parcel No. 2: 0.2 acre for right of way purposes. Offer of \$25,600.00 approved by Mr. Jackson January 24, 1964.

R-35201 - Howard W. Peterson, et ux. 50 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Simpson January 17, 1964.

R-35794 - Amos C. Spriggel, et ux. .03 acre for right of way purposes. Offer of \$310.00 approved by Mr. Simpson January 16, 1964.

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

PUX 506: Application by the State Highway Commission to construct two overcrossing structures over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Lessee, on the Old Oregon Trail Highway in Baker County. Order No. 39779, issued December 18, 1963, granted authority to construct the two structures.

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PUX 507: Application by the State Highway Commission to construct two overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Rufus on the Columbia River Highway in Sherman County. Order No. 39728, issued December 18, 1963, granted authority to construct the two structures.

A quarterly report of property damage claims collected from October 1, 1963, through December 31, 1963, was presented by the Chief Counsel. During this period a total of \$8,336.54 was collected and twelve claims were abandoned. The Commission accepted the report.

The Commission confirmed prior telephonic approval given by Chairman Jackson for renewal of "Owners", Landlords' and Tenants' Liability Policy", No. LG 52736, with Pacific Indemnity Company.

The institution of legal proceedings against the Commission or its employees was reported by the Chief Counsel. In the case of Steensen vs. Kelly in the Circuit Court in Jackson County, Steensen seeks to collect \$25,000 for personal injuries arising out of an accident involving a mechanical sweeper operated by the State Highway Department. The Chief Counsel said that the State's insurance carrier is representing the Highway Department's employees.

The Chief Counsel also reported on the disposition of cases against the Commission or employees. The Commission accepted the report, summarized as follows:

- (1) Everly vs. State. Dismissed as to Commission. (Douglas County)
- (2) Ida Mae Wheeler vs. Delmar Wilson, L-4144. Settled by insurance company 50% and insurer of operator of log truck 50%. (Douglas County)
- (3) Alfred A. Wheeler vs. Delmar Wilson, L-4145. Settled by insurance company 50% and insurer of log truck operator 50%. (Douglas County)
- (4) Glen Estes vs. Walter Krueger, L-4414. Settled by insurance company 50% and insurer of log truck operator 50%. (Douglas County)

The Chief Counsel reported that there had been some difficulty in collecting the amount due for logs harvested by Rollin W. Emerson in Silver Falls Timber Sale No. 3. However, a lien was placed upon the logs in the sawmill yard and full settlement of \$42,000 was secured. The Commission accepted the report.

One-step pay increases for Attorneys Joe Hershberger and Jack Sollis, effective February 1, 1964, were recommended by the Chief Counsel and approved by the Commission.

The Commission confirmed a prior request made by the Chief Counsel to send 14 Right of Way Agents to the M.A.I. Right of Way Appraisal Course No. 2 at Portland State College in Portland, beginning February 3, 1964, at an estimated cost of \$3,500. He commented that approximately 85 percent of properties acquired are appraised by Highway Department appraisers. Appraisers attending the No. 1 Course at Portland State College sometime ago, he felt, had benefited greatly by the instruction.

A resolution was presented by the Chief Counsel authorizing the Highway Engineer or his duly authorized representative to enter into certain contracts for the purchase of electrical energy not to exceed \$150 per month and for a period not longer than five years for the operation and lighting of state parks and highways. The Commission approved the resolution referred to as "Authorization Resolution No. 35", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An agreement with the University of Oregon and the Metropolitan Planning Commission for an economic study of Alternate Route I-205 in the Portland Metropolitan Area was presented by the Chief Counsel. This study, he felt, would help to determine the best route for the highway and has been requested by the Portland Metropolitan Planning Commission. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A proposed extension of a lease with Mr. J. L. Campbell for operation of concession privileges at the Lodge in Silver Falls State Park in Marion County was presented by the Engineer. Mr. Campbell's operations in the past ten years, he said, have been quite satisfactory and he recommended that the lease be extended to cover the year 1964 under the same terms as the preceding lease. The Commission approved the lease extension.

The Engineer reported that he had made 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) Stone base and oiling on the Jefferson County Roads, FAS Routes 547 and 660 in Jefferson County. Bids received December 17, 1963. Contract No. 6374 awarded December 23, 1963, to Babler Bros., Inc. Portland, low bidder.
- (2) Stone base and oiling on Scott Canyon-Wasco Section of FAS 313 in Sherman County. Bids received December 17, 1963. Contract No. 6375 awarded December 24, 1963, to Frank G. Baulne, Inc., Yardley, Washington, low bidder.
- (3) Hay Creek Bridge on Hay Creek County Road in Gilliam County. Bids received December 17, 1963. Contract No. 6376 awarded December 30, 1963, to R. L. Coats, Bend, low bidder.

- (4) Traffic signals at intersection of 10th Avenue and Maple Street in Hillsboro in Washington County. Bids received December 17, 1963. Contract No. 6377 awarded January 7, 1964, to Trowbridge Electric, Roseburg, low bidder.

Attention was given to a request made by the Western Contracting Corporation of Sioux City, Iowa, for release of the 5% bid bond on Contract No. 6369 for work on the Siskiyou Summit-California Line Section of the Pacific Highway (Interstate 5) in Jackson County. The Engineer commented that Western Contracting Corporation was the low bidder at \$4,874,858.00 when bids were opened on December 17, 1963, and the contract has been awarded to them. The second low bid was submitted by R. A. Heintz Const., Ray Kizer Construction Co., and Kizer Equipment Co., a joint venture, at \$5,887,361.50. The Highway Department's estimate for the project was \$6,604,645.00. The contract forms, he continued, were forwarded to Western Contracting Corporation for execution and were returned by them with the statement that they could not enter into the contract because of a mistake in judgment. He recommended that the contract be awarded to the second low bidder at their bid of \$5,887,361.50 and that the 5% bid bond be collected from Western Contracting Corporation. The Bureau of Public Roads has been advised of the developments and has concurred in award to the second low bidder providing that the amount of the 5% bid bond put up by Western Contracting Corporation be credited to the project. Chairman Jackson inquired as to the number of bidders and what time loss would occur if the project was to be readvertised. The Engineer stated that seven bids were received and about six weeks time would be lost. The Chairman then inquired if there was close competition among the bidders other than Western Contracting Corporation. The Engineer replied that the bids were very competitive, the third low bid being \$6,055,940.00 and the fourth low \$6,351,890.00. The Commission awarded the contract to the second low bidder, R. A. Heintz Const., Ray Kizer Construction Co., and Kizer Equipment Co. at their bid price. Action, however, was deferred on disposition of the 5% bid bond submitted by Western Contracting Corporation, as Mr. Meredith F. Warner, Vice-President of that Company, is to appear before the Commission later in the day.

Attention was given to a resolution submitted by Pomona Grange No. 8, Hood River County, requesting improvement on two curves on the Odell Secondary Highway near Mile Point 1.00. The Engineer stated that these curves have been the source of considerable local complaint and need revision for traffic safety. He recommended the expenditure of \$15,000 to alleviate the condition as a part of the 1964 State Construction Program. The Commission approved his recommendation.

The Engineer presented a program of work on city streets in cities having a population of less than 5,000 under the \$250,000 special street fund as provided by law. He explained that cities in this category are advised several months in advance of the availability of funds. Sixty-six applications were received all of which were carefully analyzed but with the funds available it was possible to select only 11 projects from among those submitted. These, he said, were selected on the basis of need. Many other projects had considerable merit and may be included in the program for

next year. The Commission approved 11 city projects as follows and authorized the Secretary to sign agreements pertaining thereto when they are prepared:

<u>City</u>	<u>Division</u>	<u>State</u>	<u>City</u>	<u>Total</u>
Carlton	I	\$ 20,000	\$ 3,000	\$ 23,000
Clatskanie	II	20,000	2,000	22,000
Creswell	III	20,000	2,950	22,950
Falls City	II	20,000	5,220	25,220
Florence	III	20,000	6,825	26,825
Long Creek	V	13,000	---	13,000
Pilot Rock	V	20,000	10,000	30,000
Powers	III	20,000	6,500	26,500
Sandy	I	20,000	---	20,000
Tualatin	I	16,000	---	16,000
Woodburn	II	20,000	25,000	45,000
		\$209,000	\$61,495	\$270,495

A resolution was presented by the Engineer providing for distribution to the cities of ten percent of the funds credited to the Highway Fund from July 1 to December 31, 1963. Allocation of amounts to the various cities, he said, has been made according to law. The Commission approved the allocation of city funds as presented and thereupon adopted a 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.

Attention was given to a request from the City of Eugene for the installation of traffic signals at the intersection of Sixth Avenue (US99) and Pearl Street. The Engineer stated that an investigation had revealed that the installation is warranted. He recommended that pre-timed traffic signals be installed at an estimated cost of \$7,500 with the understanding that the City of Eugene 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, in their behalf, an agreement pertaining thereto.

The Engineer brought up the matter of participation by the Highway Department with the City of Eugene in the cost of installing crossing signals at the Jefferson Street crossing of Southern Pacific railroad tracks in Eugene. He commented that negotiations were initiated approximately two years ago on this project and the City had installed the signals. On the basis of past negotiations he recommended that the City be reimbursed in the amount of \$2,958.39 which is 50 percent of the cost of installation. The Commission approved the expenditure.

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 outlined briefly the pertinent facts in each instance and 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) Peter Kiewit Sons' Co., Contract No. 6218, for paving and structures on the North Shaver Street-Morrison Bridge Interchange Unit of the East Bank Freeway Section of the Pacific Highway in Portland, Multnomah County, requested an increase from 100 to 118 workdays within which to complete the contract without assessment of liquidated damages. The Engineer recommended an increase of five workdays which he said should complete the project and he presented a statement from the Bureau of Public Roads approving this action. The Commission approved the increase of five workdays without assessment of liquidated damages.

(2) Warren Northwest, Inc., Contract No. 6163, for paving, structures, and signing on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, requested an extension of time from September 30, 1963, to December 15, 1963, within which to complete the contract without assessment of liquidated damages. The Engineer recommended that the specified completion date be extended to November 26, 1963, which will eliminate liquidated damage charges. He presented a letter from the Bureau of Public Roads concurring in this action. The Commission approved the extension of time as recommended.

The Engineer reported that Contract Nos. 5937, 5967, 6014, 6020, 6099, 6134, 6135, 6174, 6181, 6209, 6217, 6270, 6293, 6294, 6300 and 6305 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. 129", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered requests from Coos, Josephine and Union Counties for 1964 and 1965 FAS projects totaling \$128,000. The Engineer stated that the projects have been investigated and are eligible for construction with FAS funds. The Commission approved the following projects and authorized the Secretary to sign agreements when they are prepared:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Coos	914	Hervey Bridge Section. Structure	\$ 74,000	1965
Josephine	594	Hellgate Bridge Section. Grading, 0.4 Mile.	\$ 40,000	1965
Union	910	Cove City Limits-McNeil Ranch. Oiling, 1.4 Miles.	\$ 14,000	1965
(Tabulation cont. on next page)				
January 30, 1964			\$ 128,000	

SUMMARY BY FISCAL YEARS	1964	1965	Total
Allocated Funds	\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects (Corrected to date)	3,746,000	519,000	4,265,000
Unprogrammed Balance	\$--	\$3,275,000	\$3,275,000
Projects Proposed 1/30/64	--	128,000	128,000
Unprogrammed Balance	\$--	\$3,147,000	\$3,147,000

The Commission gave attention to an agreement with Oregon-California and Eastern Railway Company concerning removal of a spur track which has served the Klamath Falls Highway shops. The spur, the Engineer said, is no longer needed and is to be removed by the Railroad at their expense thus releasing the State property for other use. Following his favorable recommendation, the Commission approved the agreement.

An agreement with West Extension Irrigation District in connection with relocation of the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County was presented by the Engineer. Relocation of the highway, he said, has made revisions necessary in the irrigation facilities. The agreement provides that the State pay the sum of \$6,500 for severance damages and a pro rata share of the District's indebtedness to the United States in the amount of \$751.56 covering 9.7 acres of irrigable land to be acquired by the State. The 9.7 acres will be excluded from the District and not subject to assessment. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered an agreement with the Oregon State Board of Higher Education through which Oregon State University is to continue a soil sampling and testing program. The cost of this project, the Engineer stated, is not to exceed \$5,000 for the period from July 1, 1963, to June 30, 1964. Funds will be supplied from the HPR-1(2) Work Program. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented to the Commission a formal acceptance of City of Portland Ordinance No. 117760 vacating S. W. Baker Street adjacent to the Baldock Freeway (Pacific Highway - Interstate 5). He explained that the Ordinance was drawn to clarify a street closure when the City approved construction of the freeway. The Ordinance in effect will place in State ownership a street area from a point 30 feet easterly of S. W. Water Avenue to Moody Street. The Commission approved the Acceptance form and authorized the Secretary to sign it in their behalf.

A resolution was presented by the Engineer designating an old section of the Columbia River Highway approximately two miles in length through and adjacent to the City of Cascade Locks as Cascade Locks Secondary Highway No. 283. The new highway section has been completed and is open to public travel and both the City of Cascade Locks and Hood River County

have declined to accept jurisdiction over the old highway section. The Commission accepted his recommendation that it be made a state secondary highway and thereupon adopted "Secondary Highway Designation Resolution No. 66", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

On the newly constructed Neskowin-Otis Junction Section of the Oregon Coast Highway in Lincoln County, the Engineer stated that a number of people have been observed fishing from the bridge over the Salmon River. The bridge is 30 feet in width and does not have sidewalks, thus creating a hazard when fishermen use the bridge. He also remarked that an investigation is being made into the feasibility of constructing a pedestrian bridge in this area and a report would be made later. The Commission accepted his recommendation that fishing be prohibited on the Salmon River Bridge at M. P. 104.59 and thereupon adopted "Miscellaneous Resolution No. 242", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An agreement with the City of Portland for construction and operation of illumination facilities on the North City Limits-North Shaver Street Section of the Minnesota Freeway (Pacific Highway - Interstate 5) was brought up by the Engineer. The agreement provides that the State is to construct and maintain the illumination system at its expense and the City of Portland is to provide all electrical energy consumed by the luminaire units. He recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented several resolutions establishing, revising, or rescinding speed zones on sections of state highways. These resolutions, he said, are a result of continuing investigations to modernize existing speed zones to fit present traffic conditions. Following his favorable recommendation the Commission adopted "Speed Zone Resolution Nos. 121b, and 433 through 440", which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

- (1) Establish a 50 mile-per-hour speed zone on the Oswego Highway north of West Linn in Clackamas County between a point 250 feet north of South Marylhurst Drive and a point 200 feet north of South Walling Way. (See "Speed Zone Resolution No. 433").
- (2) Establish 40 mile-per-hour speed zone on the Hillsboro-Silverton Highway in Marion County, between a point 0.18 mile west of Princeton Road and the west city limits of Woodburn, and from the west city limits of Woodburn to a point 300 feet east of Aster Way.

Establish 30 mile-per-hour speed zone between a point 300 feet east of Aster Way and the Woodburn city limits. 300 feet west of Boones Ferry Road, and from the Woodburn city limits 300 feet west of Boones Ferry Road to the Woodburn city limits at Boones Ferry Road. (See "Speed Zone Resolution No. 434").

- (3) Establish 50 mile-per-hour speed zone on the McKenzie Highway in the community of Vida in Lane County, between a point .05 mile east of Indian Creek and Gate Creek. (See "Speed Zone Resolution No. 435").

- (4) Rescind "Speed Zone Resolution No. 374e" dated March 2, 1962, and establish the following speed zones on The Dalles-California Highway in Klamath County:

65 miles per hour from a point 0.67 mile south of Crescent Ranger Station to a point 0.41 mile north of Second Street in the community of Chemult.

45 miles per hour between a point 0.41 mile north of Second Street in Chemult to a point 0.42 mile south of Second Street in Chemult.

65 miles per hour between a point 0.42 mile south of Second Street in Chemult and a point 0.15 mile north of Miller Creek.

50 miles per hour between a point 0.15 mile north of Miller Creek and a point 150 feet south of Miller Creek.

65 miles per hour from 150 feet south of Miller Creek to a point 0.90 mile north of Wocus Road.

55 miles per hour between a point 0.90 mile north of Wocus Road and the north city limits of Klamath Falls. (See "Speed Zone Resolution No. 440").

- (5) Rescind that portion of "Speed Zone Resolution No. 121", dated September 24, 1953, as it pertains to the Oregon Coast Highway between M. P. 138.55 and M. P. 139.40. Amend "Speed Zone Resolution No. 121a" dated December 17, 1956, to establish the following speed zones on the Oregon Coast Highway in Lincoln County.

45 miles per hour between a point 0.14 mile south of the southerly entrance to Boiler Bay State Park and Bechill Street.

35 miles per hour between Bechill Street and a point 150 feet south of Evans Street.

45 miles per hour between a point 150 feet south of Evans Street and 0.14 mile north of Beach Street, except that between a point 600 feet north of Kent Street and a point 300 feet north of Kent Street the designated speed shall be 20 miles per hour during the hours of school crossings. (See "Speed Zone Resolution No. 121b").

- (6) Rescind that portion of "Speed Zone Resolution No. 125" adopted December 10, 1953, between M.P. 163.82 and M. P. 164.14 on the Oregon Coast Highway in Lincoln County. Establish 50 mile-per-hour speed zone between a point 150 feet north of Art Street and a point 50 feet south of Park Street in the community of Seal Rock. (See "Speed Zone Resolution No. 439").
- (7) Establish 35 mile-per-hour speed zone on the Fremont Highway in Lake County between the east city limits of Paisley and a point 0.13 mile east of the Ranger Station, except that between the east city limits and a point 300 feet east of the Ranger Station the designated speed shall be 20 miles per hour during the hours of school crossings. (See "Speed Zone Resolution No. 436").
- (8) Establish 30 mile-per-hour speed zone on the Nyssa-Adrian Highway in Malheur County between the west city limits of Nyssa and a point 500 feet west of the west city limits of Nyssa. (See "Speed Zone Resolution No. 437").
- (9) Rescind "Speed Zone Resolution No. 292" dated April 16, 1959, and establish a 35 mile-per-hour speed zone on the Central Oregon Highway in Malheur County between the westerly east city limits of Nyssa and the east city limits of Nyssa. (See "Speed Zone Resolution No. 438").

The Commission confirmed Thursday, March 12, 1964, as the date for the next regular Commission meeting in Salem. A tentative date for the following meeting was set for April 23, 1964.

The Commission approved the minutes of the meeting held on December 18, 1963.

The Engineer presented a tabulation of bids received January 29, 1964, 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 9:50 a.m., the Commission awarded contracts as follows and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM JANUARY 29, 1964

"Structures, grading and paving on the Rock Creek Section of Coos Bay-Roseburg Highway southeast of Coquille and Remote in Coos County. Federal-aid Project No. F-29(16). Nine bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at \$363,554.60.

"Coquille rock production project on Oregon Coast, Coquille-Bandon and Coos Bay-Roseburg Highways in vicinity of Coquille in Coos County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Woodward & Son-Barklow, Coquille, at \$34,300.00.

"Structures, construction and signing installation on Fairgrounds Road-Shady Section of Pacific Highway south of Roseburg in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(59)121. Seven bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at \$604,492.55.

"Sugarpine Creek Bridge northeast of Trail and Medford in Jackson County. County Project. Five bids were received. All bids were referred to Jackson County for award.

"West Branch Creek Bridge northwest of Trail and northeast of Medford in Jackson County. County Project. Five bids were received. All bids were referred to Jackson County for award.

"Shady Cove rock production project on the Sams Valley and Crater Lake Highways in vicinity of Shady Cove in Jackson County. State Project. One bid was received. The Commission awarded the contract to the only bidder, M. C. Lininger & Sons, Medford, at \$28,850.00.

"Grants Pass Traffic Signal Installation at "G" St. and 4th St., Rogue River Loop Highway in Josephine County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Madson & Stokes Electrical Contractor, Roseburg, at \$4,863.00.

"Structure, grading and paving on Hendricks Bridge Section of McKenzie Highway east of Springfield in Lane County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at \$416,617.60.

"Bridge over Salem Ditch Stayton Section, in Stayton in Marion County, FAS 570. Federal-aid Project No. S-147(2). Ten bids were received. The Commission elected to accept the low bid of Johnston & Meloy, Salem, in the sum of \$11,218.16 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 \$2,500 is deposited by the County.

"Grading, paving, oiling and structure on Airport Road-Irrigon Jct. Section of Columbia River Highway east of Arlington in Morrow County. Federal-aid Interstate Highway Project No. I-80N-5(10)157. Nine bids were received. The Commission elected to accept the low bid of Rogers Construction Co., Portland, in the sum of \$1,976,777.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as concurrence of the Corps of Engineers and Bureau of Public Roads is received.

"Stone base, paving, structures, signing and illumination on S. Unit, Minnesota Freeway Section of Pacific Highway in Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(51)304. Six bids were received. The Commission awarded the contract to the low bidder, Pacific Concrete Co., & Otis P. Jordan, Jr., Portland, at \$1,860,203.00.

"Beaverton Traffic Signal Installation at Hall St., on Tualatin Valley Highway in Washington County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at \$11,500.00

Mr. Meredith F. Warner, Vice-President of Western Contracting Corporation, appeared before the Commission to request that the Commission forego collection of the five per cent bid bond guaranty furnished with their low bid on December 17, 1963, in the amount of \$4,874,858.00 for the Siskiyou Summit-California Line Section of the Pacific Highway (Interstate 5) in Jackson County. He read a written statement outlining the reasons for not accepting the contract. Chairman Jackson pointed out that although Interstate construction work is handled by the State Highway Commission, the responsibility is shared with the U. S. Bureau of Public Roads as approximately 92% of Interstate funds are furnished by the Federal Government. He explained that it is the Commission's responsibility to protect public funds and that the 5% bid bond requirement is to assure protection of these funds. The request for release of the bid bond is opposed to this principle. The Commission, he added, wishes to study the matter carefully and an answer can not be given immediately. When a decision has been reached, he continued, the contractor will be advised. (Later the Commission again considered Mr. Warner's request and determined not to relieve the Western Contracting Corporation of its bid guaranty. The Commission authorized the Secretary to advise Western Contracting Corporation of its action and also authorized the Chief Counsel to take such legal action as is necessary to collect the amount of the bid guaranty).

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

Consideration was given to a form of a contract with U. S. Bureau of Reclamation by which the State will do survey and mapping work for relocation of Sumpter Valley Secondary Highway No. 410. The Engineer explained that the Bureau of Reclamation proposes to construct Mason Dam on the Powder River east of Sumpter in Baker County and portions of the Sumpter Valley Highway will be flooded. As the Bureau does not have personnel to perform this type of work, the cost of the services to be provided by the State will be paid by the Bureau on a monthly basis. He recommended that the agreement be approved and the Secretary be authorized to sign the agreement in behalf of the Commission. The Commission accepted his recommendation.

Attention was given to a supplemental agreement with the Union Pacific Railroad Company extending a previous agreement from August 26, 1963, to February 26, 1964, as it pertains to the East Dalles overcrossing project on the Columbia River Highway just easterly from The Dalles project. Nearly all of the work on this project has been completed, the Engineer stated, but a small amount of grading remains and the extension has been requested by the Railroad Company. The Commission approved the supplemental agreement.

The Commission also considered a second supplemental agreement with Hood River County concerning relocation of a short section of county road on the Cascade Locks-Wyeth Section of the Columbia River Highway in Hood River County. The Engineer commented that the agreement provides for closure of Forest Lane Road at the north access control line of Interstate 80N and relocation of the road carrying it over the freeway to a frontage road on the southerly side of the freeway. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer recommended construction of a new four-lane bridge across the Willamette River approximately 3/4 of a mile downstream from the Willamette River Bridge at Oregon City. He estimated the cost of the bridge and connecting ramps at five million dollars. Construction of the new bridge, he pointed out, would also require new construction revising the existing Cascade Secondary Highway. This will provide a continuous four-lane route southerly of Portland to the northerly environs of Oregon City across the Willamette River. This, he continued, will help eliminate a traffic bottleneck in this area. Chairman Jackson stated that this matter had been given careful consideration by the Commission and all three of them are in accord on construction of the new bridge.

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

"Indenture of Access" to the Edgar N. Roberts and Dalores Roberts property on the Gilchrist-Willamette Jct. Unit of the Lapine-Diamond Lake Jct. Section of The Dalles-California Hwy. in Klamath County.

"Indenture of Access" to the R. W. Voris and Mary Elizabeth Voris property on the Green Springs Interchange Section of the Green Springs Highway in Jackson County.

"Indenture of Access" to the Harold J. and Donna L. Bates and Benjamin and Eula Yantti property on the Forest Grove-Cornelius Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

"Indenture of Access" to the John E. & Selma S. Erickson and Albert Erickson property on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County.

"Indenture of Access" to the Lester D. and Thelma M. Ziegenbein property on Fikes Corner-Whiskey Creek Section of Mt. Hood Highway in Hood River County.

"Indenture and Grant of Access" to the New Plaza, Inc. property on the Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County.

"Indenture of Access" to the Batie P. and Mabel Grace Rand property on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow County.

"Agreement" with the Oregon-California & Eastern Railway Company to cover the removal of a spur track that in the past served the Klamath Falls Highway shops in Klamath County.

"Agreement" with the Union Pacific Railroad Company which extends the time from August 26, 1963 to February 26, 1964, on the East Dalles over-crossing project.

"Lease & Roadway Easement" with Clifford M. and Lucille Cooper, Roy T. and Arnetta G. Cooper, and George V. and Elma Cooper for the Dodson Butte radio installation just south of Roseburg on the Pacific Highway in Douglas County.

"Indenture" to the Harold H. and Ruthella Herburger property on Flat Creek-Fields Creek Section of the John Day Highway in Grant County.

"Correction Bargain & Sale Deed" to Ira Rentfro to property on N. Jefferson Jct.-Albany Section of the Pacific Highway in Linn County.

"Bargain & Sale Deed" to R. R. Fenn for property on the 7th Avenue Connection of Eugene on the Pacific Highway in Lane County.

"Bargain & Sale Deed" to Brookings Plywood Corp. for property on the Gold Beach Section in Curry County.

"Bargain & Sale Deed" to Brander Meat Co. for a parcel of land on the North Portland Harbor-North Russell Street Section of the Pacific Highway in Multnomah County.

"Agreement" with the University of Oregon and the Metropolitan Planning Commission covering the Interstate 205 Study.

"Agreement" with the Oregon State University, for University to conduct a soil sampling and testing program.

"Acceptance of City of Portland Ordinance No. 117760" vacating S.W. Baker Street adjacent to Baldock Freeway connection to Harbor Drive.

"Agreement" with City of Portland providing for construction, maintenance and operation of lighting facilities on Interstate 5 (Minnesota Freeway) from north city limits of Portland to North Shaver Street.

"Second Supplemental Agreement" with Hood River County covering relocation of a short section of county road on Cascade Locks-Wyeth Section of Columbia River Highway in Hood River County.

"Crossing Agreement" with West Extension Irrigation District in connection with relocation of the Airport Road-Irrigon Jct. Section of Columbia River Highway in Morrow County.

January 30, 1964

"Contract" with U. S. Bureau of Reclamation to render services to relocate Sumpter Valley Highway, State Secondary Highway No. 410.

The meeting was recessed at 10:40 a.m., and reconvened at 11:00 a.m., with the same persons present and participating.

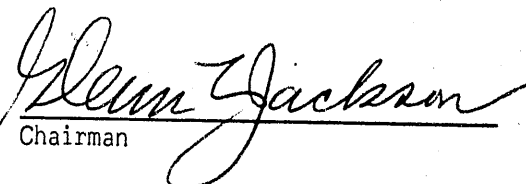
A delegation representing the North Clackamas Chamber of Commerce came before the Commission concerning the proposed route of Interstate 205. The following people were present: Richard Groener, Chairman of Highway Committee; Irwin S. Adams, President of North Clackamas County Chamber of Commerce; Peyton Barnett, Barnett Mobile Homes; A. C. Wherry, North Clackamas County Chamber of Commerce; Marion D. Hiltibrand, Highway Committee; Lyle Omdahl, Highway Committee; Bob Richmond, Highway Committee; Bud J. Curtner, Highway Committee; all from Milwaukie; and Stan Ely, Clackamas County Commissioner of Oregon City. Mr. Richard Groener acted as spokesman. He stated that the delegation is in favor of the Interstate Route 205 including the Oak Grove-Oswego Bridge. It was his opinion that progress is being blocked by a vociferous minority in Oswego and if they prevail Clackamas County will be set back 50 years economically. He hoped that the Commission's plans for a new bridge at Oregon City would not interfere with plans for the route through Oswego. He also commented that if existing laws allow cities to block a highway route the laws should be changed. The Chief Counsel stated that a highway route could be put through a City but street closures can not be secured without the City's consent and therefore the highway could not be a freeway. Mr. Stan Ely remarked that the Oswego situation had not been handled well and it was his feeling that when the Metropolitan Transportation Study is complete that the North Clackamas Chamber of Commerce will endorse it. He suggested that the Tryon Creek Route be considered. It was his opinion that the Clackamas County Board of Commissioners would cooperate in favor of a route in or near Oswego. Mr. Lyle Omdahl stated that Oregon's highways are excellent in comparison with those in Iowa and he asked to be advised regarding highway plans as they might affect Omark Industries. He displayed an aerial photo on which were outlined two proposed access road routes. He urged that the route along the railroad be used as the other route would involve a residential district and would undoubtedly evoke considerable objection. Mr. Groener inquired as to the status of the route for Interstate 205. Chairman Jackson replied that it is still in the fluid state and no action is contemplated until all possible solutions have been investigated. Mr. Groener then inquired if the Commission favored the south route through Oswego. The Chairman replied it is a practical highway route but it must be approved by the City. He again emphasized no final action would be taken until all possibilities have been explored. It was his feeling that with time, and when studies underway have been completed, the emotional aspect concerning the route would settle down and an acceptable and feasible route could be determined. It is the Commission's hope that there can be local agreement on a route. Mr. Groener commented that through traffic from the east should be able to bypass Portland and he urged the Commission not to give up the Oswego route. It was his opinion that the business people in

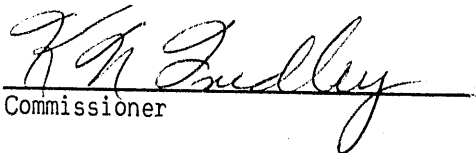
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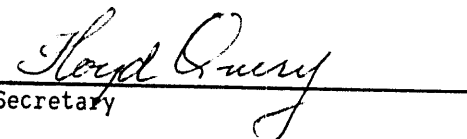
Oswego favor the route. Mr. Richmond thanked the Commission for consideration of the new highway route along the railroad track in the City of Milwaukie. Mr. Barnett stated that the 205 Freeway Route is needed in order to move large 10 foot by 60 foot house trailers from Eastern Oregon through Portland. He also stated that in his opinion the 205 Route has considerable national defense value. Mr. Adams thanked the Commission and its staff for cooperation received in highway matters and inquired as to the status of highway plans as they may affect Omark Industries in the easterly part of Milwaukie. The Chairman replied that selection of right of way is the next step. Mr. Adams said that he would do what he could to resolve at the local level the disagreement concerning Route Interstate 205. Mr. Groener stated that the Oswego City Council would be contacted to see if some agreement could be reached. The Chairman observed that the problem has been before the Commission continually for the last year and he was certain that a logical and sound solution could be worked out but there must be approval at the local level.

There being no further business to conduct, the meeting was adjourned at 11:35 a.m.


State Highway Engineer


Chairman


Commissioner


Secretary

Commissioner Simpson absent
Commissioner

Salem, Oregon
March 12, 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
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, Controller
Floyd Query, Secretary

Also present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; Harold Schick, State Parks Superintendent; H. S. Cox, County and City Engineer; R. B. Sipprell, Liaison Engineer; C. W. Head, Assistant Secretary; and Carl Plog, Information Officer.

The Right of Way Engineer presented for consideration options, pages 1 through 40, 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 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. 12", which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

The Property Manager's report covering sales of miscellaneous properties and rentals since the last Commission meeting was presented by the Right of Way Engineer. Miscellaneous sales to February 28, 1964, he said, totaled \$3,050 and land and timber sales amounted to \$421.13. Rental receipts for January were \$20,512.76 and for February were \$24,071.15. 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 above appraised value. The Commission authorized public sale of the following

parcels of property and thereupon adopted "Real Property Resolution Nos. 406 and 407", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 0.41 acre of land, File No. 18306, on the Talent-Ashland Section of the old Pacific Highway in Jackson County, approximately one mile north of the Ashland city limits for not less than \$500. The sale is to be subject to two existing private access points. The sale has been approved by the Bureau of Public Roads in their letter of February 19, 1964.
- (2) 12.56 acres of land, File No. 22590, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County, about one mile west of the Aumsville Interchange, for not less than \$3,770. No access is to be allowed to the North Santiam Highway and no Federal funds were used in acquisition of this property. (See "Real Property Resolution No. 406")
- (3) 3.86 acres of land, File No. 16488, on the Mehama-Mill City Section of the North Santiam Highway in Marion County, just east of the Little North Fork River Bridge, for not less than \$500. Access is to be limited to an existing roadway at Engineer's Station 467+52 on the North Santiam Highway. No Federal funds were used in the acquisition of this property.
- (4) 14.0 acres of land, File No. 23279, on the Jumpoff Joe Creek-Grants Pass Section of the Pacific Highway in Josephine County, on the east side of the highway immediately south of Merlin Interchange, for not less than \$2,400. No access is to be allowed to the Pacific Highway, but access will be granted by a frontage road. The sale is to be subject to the standard sign restriction clause and purchaser is to relocate right of way fence on the frontage road at his expense. No Federal funds were used in acquiring this property. (See "Real Property Resolution No. 407")

"Indentures of Access" involving routine changes in points of access to state highways were presented by the Right of Way Engineer. These proposed changes he said have been investigated in the field and have been approved by the Construction Engineer and by the Assistant State Highway Engineer. Approval of the Bureau of Public Roads has been secured in each instance in which Federal funds were involved in either right of way or construction. The Commission approved the following "Indentures":

- (1) DeMoss property, File No. 34708, on the Wasco-Moro Section of the Sherman Highway in Sherman County, for a change in location of one point of access, 35 feet in width unrestricted as to use to provide a better grade for construction.
- (2) Yoder property, File No. 24109, on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, involving the cancellation of two points of access, 25 feet in width and the granting of two pedestrian crossings, four feet in width, and one other point of access, 25 feet in width for farm and residential use.
- (3) Koyl, Purcell, Boyer property, dba Horseshoe Enterprises, File No. 16543, on the County Farm-Ashland Section of the Pacific Highway in Jackson County, for a change in location of two points of access and an increase in width to 40 feet.
- (4) Pinkerton property, File No. 30442, on the Wasco-Moro Section of the Sherman Highway in Sherman County, for a change in location of one point of access, 35 feet in width unrestricted as to use.
- (5) Culver property, File No. 33633, on the Bridge-Tanner Creek Section of the Coos Bay-Roseburg Highway in Coos County, for a change of location to conform to actual construction of the access, 35 feet in width and unrestricted as to use.
- (6) Cribbins property, File No. 33466, on the Bridge-Tanner Creek Section of the Coos Bay-Roseburg Highway in Coos County, for a change in location of one point of access to conform to actual construction and widening from 25 to 35 feet, unrestricted as to use.
- (7) Kirk property, File No. 32545, on the Wildcat Creek-Walton Section of the Mapleton-Eugene Highway in Lane County, for a change in location of one point of access, 16 feet in width to conform to actual construction, and unrestricted as to use.
- (8) Keith property, File No. 32541, on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, for a change in location of one point of access, 16 feet in width and unrestricted as to use, to conform to the actual location of the existing railroad crossing.

- (9) Blomquist property, File No. 32546, on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, for a change in location of one point of access, 16 feet in width unrestricted as to use, to conform to actual construction.

Consideration was given to an agreement with the U. S. Bonneville Power Administration for a transmission line easement across the Mapleton Section of the Siuslaw Highway in Lane County. The Right of Way Engineer commented that the Bonneville Power Administration plans to construct a transmission line across a State-owned paving plant site about one-half mile southwest of Mapleton. No structures are to be built on the area and the easement is only for overhead spans which will be at least 40 feet from the ground. The easement provides for payment of \$315 to the Highway Department and has been approved through Highway Engineering channels. The Commission approved the easement.

The Commission also considered an agreement with the State Game Commission concerning use of a quarry site on the Burns-Crane Highway in Harney County. The quarry site, the Right of Way Engineer said, is mostly a lake. Motor boats use the lake and the Game Commission has stocked it with fish which has created a policing problem. The agreement provides that the Game Commission assume jurisdiction of the area so that it can be properly managed and policed. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it 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. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted "Condemnation Resolution Nos. 1876 through 1897," 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 March 11, 1964, and "Supplemental Recommendations for Condemnation," dated March 12, 1964, in the Secretary's Office.)

A written report was presented by the Chief Counsel concerning condemnation cases which have been tried in court since the last Commission meeting. He also commented on some of the circumstances in the cases. The Commission approved the "Report of Cases Tried" which is summarized as follows:

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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-4279 Alton Balfour, et ux.	Douglas	Pacific	Anlauf-Yoncalla Junction	\$ 100.00	None	\$ 100.00
L-4475 Arthur E. Bennett, et al.	Douglas	Pacific	Cabin Creek Rest Area	6,325.00	\$15,000.00	6,325.00
L-4453 Orville A. Holley, et al.	Douglas	Pacific	Sutherlin-Shady	50.00	None	50.00
L-4311 Donald J. Kingery, et ux.	Douglas	Pacific	Anlauf-Yoncalla Junction	500.00	2,500.00	750.00
L-4359 Frank A. Smith, et ux.	Douglas	Pacific	Sutherlin-Shady	450.00	8,000.00	450.00
L-4399 Richard Sneathern, et al.	Josephine	Redwood	Hegan Creek-Selma	76.00	None	76.00
L-4374 Vernon January, et al.	Lincoln	Corvallis-Newport	West Unit, Coast Range Summit	3,000.00	7,000.00	3,700.00
L-4135 Raymond M. Downing, et ux.	Hood River	Mt. Hood	Fikes Corner Hood River	16,195.00	20,000.00	20,000.00
L-4310 Jean Adams, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	21,500.00	32,000.00	24,500.00
L-4378 Clayton D. Foster, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	47,200.00	78,500.00	57,500.00
L-4349 Robina M. Klemme, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	9,000.00	16,750.00	11,800.00
L-4340 The Oregon Bank, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	70,000.00	120,000.00	99,900.00

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(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-3975 Alfred S. Teller, et al.	Multnomah	Pacific	N. Portland Harbor-N. Russell Street	\$ 7,500.00	\$12,500.00	Voluntary Nonsuit
(To be included in State vs. Alfred Teller, L-4506)						
L-4383 Leonard A. Wynkoop, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	16,000.00	21,500.00	\$16,500.00
L-3943 Ruth Taylor, et al.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	22,000.00	80,000.00	20,250.00
L-4420 C. C. Meisel, et al.	Yamhill	Three Mile Lane	Salmon River Junction-E. McMinnville Junction	2,485.00	10,760.00	6,000.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4445 Midco Investors, Inc.	Wasco	Mayer State Park		\$14,500.00	\$20,000.00	\$18,133.00
L-4440 C. Collins Guptill	Benton	Corvallis-Lebanon	Corvallis-Orleans	2,500.00	6,000.00	5,375.00

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-4110 State of Oregon	City of Cascade Locks	Hood River	State's recovery for relocation of defendant's power facilities	\$71,185.36	\$27,500.00

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(For additional details concerning these cases, see the Chief Counsel's letter dated March 6, 1964, entitled "Report of Cases Tried"; his letter of correction dated March 11, 1964; and his letter dated March 11, 1964, entitled "Supplemental Report of Cases Tried" in the General Files in the Salem Office.)

A written report was also presented by the Chief Counsel on condemnation cases which have been settled out of court since the last Commission meeting. These proposed settlements, he said, have been approved by the Highway Administrative Review Board at appraised values or amounts so close to appraised values as not to constitute substantial increases. 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-4400 Paul F. Meyer, et al.	Deschutes	McKenzie	Deschutes River-Redmond	\$ 3,050.00	\$ 3,500.00
L-4193 Andrew Stambuck, et al.	Douglas	Pacific	Rice Hill-North Oakland Junction	350.00	700.00
L-4441 McKay Investment Co.	Lane	Eugene-Springfield	Ferry Street Bridge-Mohawk Road	17,500.00	18,350.00
L-4455 Golden Gate Enterprises, et al.	Lane	McKenzie	Blue River-Mill Creek	4,020.00	3,735.00
L-4462 Duncan B. MacDonald, et ux.	Lane	McKenzie	Blue River-Mill Creek	610.00	740.00
L-4483 Ted E. Shoop, et al.	Lane	McKenzie	Blue River-Mill Creek	3,800.00	4,500.00
(Portion of old highway may be abandoned - if so abandoned then owner will pay \$500 for same.)					
L-4509 Irma Erhart, et al.	Lane	Siuslaw	Florence-Cushman	700.00	900.00
L-4432 Clarence W. Nelson, et al.	Morrow	Columbia River	Arlington-Boardman Junction	13,500.00	15,000.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4443 G. H. Hodge, et al.	Morrow	Columbia River	Arlington-Boardman Junction	\$ 2,750.00	\$ 4,000.00
(BPR approved reappraisal by Chatwood at \$4,043.)					
L-4480 A. Hug, et ux.	Morrow	Columbia River	Arlington-Boardman Junction	5,562.00	5,565.00
L-4502 Kile J. Cook, et ux.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	8,500.00	12,000.00
(Appraisals revised upward on basis of County Sanitarians decision a septic tank could not be placed on remaining land thus reducing its value for residential purpose.)					
L-4338 Electrical Distributing Inc.	Multnomah	Stadium Freeway	Fremont Interchange - Marquam Bridge	13,000.00	15,000.00
L-4339 Elizabeth L. Meier, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	47,500.00	55,000.00
(Package settlement of these two files at \$70,000 approved at January 30, 1964, meeting subject to the approval of the BPR. Subsequent to last meeting, new appraisals obtained and reviewed - total market value \$61,000. On the basis of the new appraisals, the Commission accepted the Chief Counsel's recommendation that the package settlement for \$70,000 be rejected.)					
L-3822 Esther Mills, et al.	Tillamook	Oregon Coast	Hobsonville-Bay City	200.00	1,500.00
(Because of sales in area appraisal was revised to \$1,600.)					
L-4498 James F. Vanderhoof, et ux.	Washington	Beaverton-Tigard	Denny Road-Pacific Highway West	14,175.00	14,600.00
L-4276 H. S. Kaufman, et al.	Yamhill	Pacific Highway West	North Yamhill River-McMinnville	1,500.00	2,000.00
(Results of other trials in Yamhill County over past year would justify.)					

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SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4398 Dalton Stewart, et al.	Grant	John Day	Flat Creek-Fields Creek	\$ 150.00	\$ 450.00
(Insubstantial increase. Recommended by Adm. Rev. Bd.)					
L-4439 Ibby Whiteside, et vir.	Linn	Corvallis-Lebanon	Corvallis-Orleans	4,000.00	4,500.00
(Insubstantial increase. Recommended by Adm. Rev. Bd.)					
L-4324 Guy A. Jolivet, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	22,000.00	23,500.00
(Insubstantial increase. Recommended by Adm. Rev. Bd. Owner submitted appraisal by Mr. Newell who often appraises service stations (as this was) at \$29,500.)					
R-35321 Lewis E. Scott	Tillamook	Nehalem State Park		7,850.00	8,035.00
(Insubstantial increase. Recommended by Adm. Rev. Bd.)					

(For additional details, see the Chief Counsel's letter dated March 6, 1964, entitled "Report of Cases Settled" and his "Supplemental Report of Cases Settled" dated March 11, 1964, in the General Files in the Salem Office.)

The Commission confirmed prior telephonic approval of offers, made to the owners for acquisition of real property prior to the institution of condemnation proceedings as follows:

EAST BANK FREEWAY SECTION OF THE PACIFIC HIGHWAY

R-35773 - Florence C. Lynch and Richard G. Harper. 938 square feet for right of way purposes. Offer of \$1,500.00 approved by Mr. Jackson February 18, 1964.

FLORENCE-CUSHMAN SECTION OF THE SIUSLAW HIGHWAY

R-35695 - Main River Grange #550. 0.01 acre for right of way purposes. Offer of \$400.00 approved by Mr. Jackson February 6, 1964.

R-36106 - Weed Lumber Company. 0.1 acre for permanent easement. Offer of \$210.00 approved by Mr. Jackson January 30, 1964.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-33660 - Anna M. King. 6,400 square feet for right of way purposes. Offer of \$47,500.00 approved by Mr. Jackson February 17, 1964.

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

R-33937 - The Jewish Community Center. 11,050 square feet for right of way purposes. Offer of \$69,300.00 approved by Mr. Jackson February 20, 1964.

R-33945 - Bartul Petrich, et ux. 5,000 square feet for right of way purposes. Offer of \$16,250.00 approved by Mr. Jackson December 3, 1963.

K.I.D. CANAL-MADISON STREET SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY

R-35930 - Agnes Keesee. Parcel No. 1: 690 square feet for right of way purposes; Parcel No. 2: 400 square feet for permanent easement. Offer of \$275.00 approved by Mr. Jackson February 5, 1964.

R-35951 - C. C. Grewell, et ux. Parcel No. 1: 1,085 square feet for right of way purposes; Parcel No. 2: 1,210 square feet for permanent easement. Offer of \$275.00 approved by Mr. Jackson March 4, 1964.

NEHALEM BAY STATE PARK

R-36299 - E. J. Windle, et ux. 6,840 square feet for park purposes. Offer of \$1,850.00 approved by Mr. Jackson March 4, 1964.

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

R-35113 - William E. Bush. Parcel No. 1: 5,438 square feet for right of way purposes; Parcel No. 2: 9,000 square feet for right of way purposes. Offer of \$15,400.00 approved by Mr. Jackson February 4, 1964.

R-35140 - C. R. Harris. 2,479 square feet for right of way purposes. Offer of \$5,340.00 approved by Mr. Jackson March 5, 1964.

OSWEGO-WEST LINN SECTION OF THE OSWEGO HIGHWAY

R-34415 - Stafac Inc. 1,500 square feet for right of way purposes. Offer of \$2,700.00 approved by Mr. Jackson January 10, 1964.

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

R-32849 - Donald M. Drake Company. Parcel No. 1: 0.36 acre for right of way purposes; Parcel No. 2: 50 square feet for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson February 10, 1964.

R-32857 - Reser's Fine Foods, Inc. 0.37 acre for right of way purposes. Offer of \$7,100.00 approved by Mr. Jackson March 5, 1964.

R-33289 - Wilbert R. Riley, et ux. 0.37 acre for right of way purposes. Offer of \$5,250.00 approved by Mr. Jackson March 5, 1964.

R-35471 - Donald Richard Quinn, Jr., et ux. 0.04 acre for right of way purposes. Offer of \$800.00 approved by Mr. Jackson February 4, 1964.

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

R-35587 - Cleveland C. Cory, et ux. 5,250 square feet for right of way purposes. Offer of \$2,100.00 approved by Mr. Jackson February 4, 1964.

WALL CREEK-SISKIYOU STATION UNIT, WALL CREEK-CALIFORNIA STATE LINE SECTION OF THE PACIFIC HIGHWAY

R-36151 - Frederick W. Fudge, et ux. 5.2 acres for right of way purposes. Offer of \$6,970.00 approved by Mr. Jackson February 25, 1964.

R-36153 - Don B. Callahan. 0.56 acre for right of way purposes. Offer of \$37,540.00 approved by Mr. Jackson January 30, 1964.

R-36155 - Mary E. Tomkins. 2.0 acres for right of way purposes. Offer of \$650.00 approved by Mr. Jackson February 3, 1964.

A written report was presented by the Chief Counsel concerning an order received from the Public Utility Commissioner summarized as follows:

PUX 513: Petition of Crown Zellerbach Corporation and Weyerhaeuser Company for authority to operate "truck trains" over their private road crossings on the Cascade Secondary Highway and the Woodburn-Estacada Secondary Highway near Canby. The request was granted for a maximum length of 160 feet for the hauling units and also grants permission to operate such "trains" after dark with running lights. These units cross the state secondary highways while operating upon a private haul road known as the "Molalla Forest Road."

A revised throughway and rights of access resolution was presented by the Chief Counsel. There were two points to the revised resolution that are different from the resolution in effect now. The Chief Counsel commented that when right-of-way is acquired at the present time and access is restricted, the owner of the property is paid a damage item for the restriction of the access insofar as it affects the remaining property of the owner. Under the first part of the policy change in the revised resolution the Commission will now require a property owner to pay the State the amount originally paid him as damages for the limitation of his access rights if at a later time the access restriction is removed. The second part of the revised resolution would permit the State in addition thereto to require the property owner to pay them a sum representing any appreciation in the remaining property brought about by the construction of the highway improvement. Chairman Jackson inquired if this latter point might be construed that the State is now trying to participate in increase of property values along the highway. The Chief Counsel stated that that would be the effect of the revised resolution and after further discussion the Commission deferred action on the matter and instructed the Chief Counsel to prepare a detailed report for the Commission at its next regularly scheduled meeting.

Attention was given to a request from the City of Albany that the Commission consent to the annexation to the City of a tract of land near Price Road at the Santiam Interchange of the Pacific Highway. The Chief Counsel stated that the request has been considered and no harm will be done to the State if the annexation is allowed. Following his favorable recommendation, the Commission approved the annexation and authorized the Secretary to sign a consent form in their behalf.

The Chief Counsel requested and the Commission confirmed telephonic approval of a request from the City of Beaverton for annexation to the City of a portion of the right of way of the Tualatin Valley Highway

adjoining the westerly limits of the City of Beaverton in Washington County. The Chief Counsel pointed out that Edwards Industries, Inc. and Atlas Concrete, Inc. have petitioned the City of Beaverton for annexation. The Highway Department owns right of way adjoining the Edwards Industries, Inc. property and the City has asked that the property owned by the Highway Department be included in the annexation so that there will not be a gap in the City boundary lines. The annexation, he continued, will not be detrimental to the State. The Commission confirmed authority previously given for the Secretary to sign a consent form in their behalf.

Attention was given to a sewer assessment made by the City of Florence against Lots 1-6, Block 26 and Lots 7-10, Block 26 on the Oregon Coast Highway in Florence. As the Highway Department owns stockpile and maintenance property in this area and will benefit by the sewer construction the Chief Counsel recommended that the assessment in the amount of \$1,092 be paid. The Commission approved the payment.

The Commission considered a request from the City of Dallas for annexation to the City of a portion of the Kings Valley Secondary Highway from Second Street northeasterly to Polk Station Road. The Chief Counsel commented that the annexation will not be detrimental to the interests of the Highway Department and he recommended that the Commission give its consent. The Commission accepted his recommendation and authorized the Secretary to sign a consent form in their behalf.

The Chief Counsel recommended conveyance for nominal consideration of 700 square feet of land in the SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 11, Township 38 South, Range 8 West on the Redwood Highway in Josephine County to Thurlow K. Seifert and wife as an aid in pending litigation. (File Nos. R-35045 and R-35044. Legal File Nos. L-4399 and L-4405) The property is no longer needed for highway purposes. The Commission approved the conveyance.

A request from the City of Portland for annexation to the City of a triangular tract of state-owned property between the easterly and westerly approaches to N.E. Lombard Street from N. E. 42nd Avenue was presented by the Chief Counsel. Following his statement that the annexation would not be detrimental to the interests of the State, the Commission approved the annexation and authorized the Secretary to sign a consent form in their behalf.

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

- (1) Construction of bridge over the Salem Ditch on the Stayton Section, FAS 570, in Stayton, Marion County. Bids received January 29, 1964. Contract No. 6387 awarded February 10, 1964, to Johnston and Meloy, Salem, low bidder.

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- (2) Grading, paving, oiling, and structure on Airport Road-Irrigon Junction Section of Columbia River Highway in Morrow County. Bids received January 29, 1964. Contract No. 6388 awarded February 11, 1964, to Rogers Construction Company, Portland, low bidder.

In connection with realignment of the Oregon Coast Highway on the Garibaldi-Bay City Section, the Engineer stated that it is desirable that a flashing beacon be installed at the "C" Street intersection in Bay City. The City of Bay City has agreed to furnish all future maintenance and power requirements and he recommended that the flashing beacon be installed at an estimated cost of \$800. The Commission approved the installation and authorized the Secretary to sign an agreement pertaining thereto in behalf of the Commission.

The Engineer presented for the Commission's consideration three surveys which have been completed on state highways. These surveys, he said, have been given careful engineering consideration in order to provide for the traveling public the most adequate facility considering cost and volume of traffic. The Commission approved the following surveys and thereupon adopted resolutions relative thereto which resolutions by this reference are made a part hereof and filed in the Secretary's Office as "Survey Resolution Nos. 278, 279 and 280":

- (1) Mill Creek-Belknap Springs Section of the McKenzie Highway in Lane County. (See "Survey Resolution No. 278")
- (2) Winchuck River Section of the Oregon Coast Highway in Curry County. (See "Survey Resolution No. 279")
- (3) Douglas County Line-Coyote Creek Section of the Pacific Highway in Josephine County. (See "Survey Resolution No. 280")

Chairman Jackson inquired if the study requested by the Commission had been completed concerning acquisition of right of way on the Oregon Coast Highway to provide for future construction needs. The Engineer replied that work had been done in a general way and specifically on the section north of Neskowin. An attempt is being made to get this section placed on the Federal Forest Highway system. The Chairman suggested that the study be continued on the balance of the highway to determine what is needed and the possibility of major increases in right of way cost.

Highway construction projects on Federal Aid Secondary roads in Columbia, Hood River, Lane and Union Counties, were presented by the Engineer. These projects, he stated, have been investigated and are eligible for construction with FAS funds. The Commission approved the following projects and authorized the Secretary to sign routine agreements when they are prepared.

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County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Columbia	917	Milton Creek Bridge. Structure.	\$ 40,000	1965
Hood River	323	Punch Bowl Bridge. Structure.	\$ 65,000	1965
Lane	860	Belt Line Undercrossing of Gilham Road. Structure.	\$ 90,000	1965
	860	Belt Line Undercrossing of Norkenzie Road. Structure.	\$ 70,000	1965
Union	918	Imbler-Courtney Road. Oiling, 2.0 miles.	\$ 16,000	1965
			\$ 281,000	

SUMMARY BY FISCAL YEARS		1964	1965	Total
Allocated Funds		\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects, Corrected to Date		3,746,000	563,000	4,309,000
Unprogrammed Balance		\$ --	\$3,231,000	\$3,231,000
Projects Proposed 3/12/64		--	281,000	281,000
Unprogrammed Balance		\$ --	\$2,950,000	\$2,950,000

Requests for increases in the number of workdays within which to complete highway construction without assessment of liquidated damages were presented by the Engineer. He outlined briefly the pertinent facts in each instance and made his recommendation as to action to be taken. After considering the Engineer's recommendation and other available information, the Commission took action on the requests as follows:

- (1) Calkins Crushing Company, Contract No. 6096, for paving on the Sulphur Creek-Summit Section of the Salmon River Highway in Lincoln, Tillamook and Polk Counties, requested an increase from 70 to 84 workdays within which to complete the contract without assessment of liquidated damages. The Commission accepted the Engineer's recommendation that an increase of one workday be granted.
- (2) Crick and Sons, Contract No. 6009, for grading, paving, and signing on the Athena-Blue Mountain Station Section and Weston Section of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, requested an increase of 48 workdays over the allotted 170 workdays within which to complete the contract without assessment of liquidated damages. (Cont.)

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(2) Cont.

The Commission approved 46 workdays as recommended by the Engineer. A statement was presented from the Bureau of Public Roads concurring in this action.

- (3) Roy L. Houck Sons' Corporation, Contract No. 5916, for paving on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County, requested an increase from 130 to 137 workdays within which to complete the contract without assessment of liquidated damages. The Engineer recommended that no increase in workdays be allowed and presented a statement from the Bureau of Public Roads concurring in this action. The Commission accepted his recommendation.

The Engineer reported that Contract Nos. 5916, 5991, 6043, 6163, 6178, 6184, 6194, 6224, 6311, 6323, 6325, 6334, 6335, 6342, 6357 and 6373 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. 130", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A resolution was presented by the Engineer covering a reclassification of the State Highway System into three classes for the operation of vehicles in excess of the length permitted under statutes. He explained that for the past several years the Commission has used five classifications for operation of 12 different classes of trucks and buses. During the summer of 1963 a research project was initiated in which a State-owned truck was driven in trial runs over all highways of the state except those previously classified for the longest length tractor-semitrailer and tractor-full trailer equipment. As a result of the research it was deemed advisable to reclassify the State Highway System into three classes. He also presented lists of the specific highways and a map showing the various classes in color. Following his favorable recommendation, the Commission approved the reclassification as follows and thereupon adopted "Permit Resolution No. 24j", which resolution by this reference is made a part hereof and filed in the Secretary's Office:

Class I - This group permits operation of all 12 classes of equipment, the longest being truck and full trailer, 65 feet overall, or tractor and double semitrailer 65 feet overall. These are the longest vehicles currently operated over Group I highways.

Class II - This group includes highways over which eight of the 12 classes of equipment currently being used can be operated. Equipment specifically not allowed on these highways are 40-foot motor buses, tractor and semitrailers 55 feet or more in length with either 32-or 35-foot king pin settings.

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Class III - This group includes unclassified highways over which operation must be restricted to 35-foot single vehicles or combinations not to exceed 50 feet in length.

An increase in project authorization on Contract No. 6206 for the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County of \$34,093.56 or 16.8 per cent was requested by the Engineer. He stated that the overrun was caused by a slide which required removal of a large amount of unstable material. Josephine County has been notified and a deposit has been received from the County to cover the overrun. The Commission approved an increase of \$34,095 in authorization.

Abandonment resolutions covering portions of two state highways were presented by the Engineer. He explained that construction on new portions replacing the old ones has been completed and the new sections are open to public travel. The Commission accepted his recommendation for abandonment of the following old portions of highways and thereupon adopted "Abandonment and Retention Resolution Nos. 415 and 372", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Meyers Canyon-Mitchell Section of the Service Creek-Mitchell Highway in Wheeler County. (See "Abandonment and Retention Resolution No. 415").
- (2) Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. (See "Abandonment and Retention Resolution No. 372").

The Commission also considered an abandonment agreement with Coos County and a revised resolution concerning the Chrome Plant-Cedar Point Section of the Coos Bay-Roseburg Highway. The Engineer recalled that in August, 1963, the Commission had adopted an abandonment resolution on this section but subsequently it was found that the abandonment would deprive land owners of access to a public road. The agreement presented today, he said, which has been approved by the Coos County Commissioners, conveys to Coos County for maintenance as a county road all of the State's rights and title in the old portion of the highway used by the public, and provides for abandonment to abutting property owners of portions of the old right of way not covered by the agreement. The Commission approved the agreement and adopted "Abandonment and Retention Resolution No. 416", which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Commission also rescinded "Abandonment and Retention Resolution No. 410", adopted August 29, 1963, and authorized the Secretary to sign in behalf of the Commission the abandonment agreement approved at this meeting.

In connection with traffic channelization near the Pacific Highway West at S. W. 64th Avenue, west of Portland in Multnomah County, the Engineer stated that prohibition of parking is required for safety of the public. He recommended that parking be prohibited on the northerly side of the Pacific

Highway West between S. W. 63rd Avenue and a point fifty feet west of S. W. 65th Avenue. The Commission accepted his recommendation and thereupon adopted "No Parking Resolution No. 247", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Chairman Jackson requested the Engineer to call to the attention of the City of Portland a congested traffic condition on S. W. Clay Street in Portland. It was his thought that the placing of parking restrictions on Clay Street between the Clay Street off-ramp and S. W. Sixth or Broadway would permit better egress from Harbor Drive.

Consideration was given to a supplemental agreement with Union Pacific Railroad Company on the Biggs-Rufus Section of the Columbia River Highway in Sherman County. The Engineer commented that the agreement is needed to provide crossings for the contractor's haul roads. The contractor is liable for all costs in connection with these crossings. Following his favorable recommendation the Commission approved the agreement.

An agreement with the State Commission for the Blind concerning the snack bar concession in the basement of the Highway Building in Salem was presented by the Engineer. He explained briefly that the agreement, which replaces one now in effect, requires the State Commission for the Blind to pay a percentage of the gross sales to the Secretary of State under a separate agreement. No rental is to be paid to the Highway Department. This agreement also requires the operator to furnish personal liability and property damage insurance in the amounts of \$50,000/\$100,000 and \$5,000. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission gave attention to an agreement with Peninsula Drainage District No. 1 concerning construction and maintenance of a dike, west of existing Denver Avenue, near the North Unit of the Minnesota Freeway Section of the Pacific Highway in Multnomah County. The agreement, the Engineer said, allows construction by the State of a dike west of Denver Avenue, and grants to the District a permanent easement for operation and maintenance of the dike. He recommended that the agreement 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 Peninsula Drainage District No. 2 concerning construction features in the Delta Park Interchange on the Minnesota Freeway Section of the Pacific Highway in Multnomah County. The agreement provides, the Engineer said, that the State shall construct a permanent dike westerly of Denver Avenue and a temporary dike between the freeway and existing Denver Avenue. He also commented that the agreement is specific regarding the Denver Avenue fill being an earthen roadway embankment, and that construction of the dike in no way implies that the earthen fill, known as Denver Avenue, is to be considered as or serves the purpose of a dike. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered a throughway agreement with Multnomah County concerning the North Unit, Minnesota Freeway Section of the Pacific Highway in Portland. The Engineer commented that, in addition to the usual throughway provisions, the agreement provides for closure of two minor roadways north of Columbia Slough and south of Delta Park, and for connection of a road, to be constructed by the County, to North Victory Boulevard. The Engineer's favorable recommendation was accepted by the Commission and the Secretary was authorized to sign the agreement in behalf of the Commission.

An agreement with Southern Pacific Company granting to the Commission an easement across the railroad company's right of way on the Crescent Lake Secondary Highway at Crescent Lake in Klamath County was presented by the Engineer. This agreement, he stated, is a housekeeping measure to make the right of way for the Crescent Lake Highway a matter of record. The Commission approved the agreement.

A revised agreement with the City of Astoria was presented by the Engineer concerning the south approach to the Interstate Bridge on the Oregon Coast Highway. He recalled that on August 29, 1963, the Commission had entered into an agreement on the same subject. Circumstances, however, prevented the City from fulfilling some of the obligations in the 1963 agreement and the revised agreement has been prepared. Following his favorable recommendation, the Commission approved the revised agreement which is to supersede the agreement of August 29, 1963, and authorized the Secretary to sign it in their behalf.

The Engineer presented several resolutions establishing, revising or rescinding speed zones on sections of state highways. These resolutions, he said, are the results of continuing investigations to bring speed zones in line with present traffic conditions. The Commission adopted "Speed Zone Resolution Nos. 442 through 446, 293a and 250a", which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

- (1) "Speed Zone Resolution No. 293a" rescinds "Speed Zone Resolution No. 293", dated April 16, 1959, on the Columbia River Highway in the City of Umatilla, Umatilla County.
- (2) "Speed Zone Resolution No. 442" establishes a 40 MPH speed zone between the south city limits of Maupin and 0.40 mile south of Railroad Avenue on The Dalles-California Highway in Wasco County.
- (3) "Speed Zone Resolution No. 443" rescinds "Speed Zone Resolution No. 96", adopted January 6, 1953, in the town of Yachats on the Oregon Coast Highway in Lincoln County, and establishes a speed zone of 30 MPH between a point 50 feet north of 7th Street and 50 feet east of First Street, except that the designated speed shall be 20 MPH during the hours of school crossings between a point 200 feet south of 6th Street and 50 feet south of 4th Street.

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- (4) "Speed Zone Resolution No. 444" rescinds "Speed Zone Resolution No. 105", adopted April 8, 1953, south of Waldport and establishes a 45 MPH speed zone on the Oregon Coast Highway in Lincoln County between the south city limits of Waldport and a point 0.23 mile north of Seabrook Street.
- (5) "Speed Zone Resolution No. 445" establishes a 40 MPH speed zone on the Swift Secondary Highway in Multnomah County between the south middle city limits and the north middle city limits in the City of Portland, and between the north city limits and a point 0.15 mile west of Union Avenue; and a 30 MPH speed zone between a point 0.15 mile west of Union Avenue and Union Avenue.
- (6) "Speed Zone Resolution No. 446" rescinds "Speed Zone Resolution No. 342", adopted January 27, 1961, and "Speed Zone Resolution No. 381", adopted November 1, 1962, and establishes the following speed zones on the Cascade Highway in Clackamas County:
 - 35 MPH speed zone between the south city limits of Portland and 500 feet south of the easterly leg of King Road.
 - 50 MPH speed zone between a point 500 feet south of King Road and a point 0.25 mile south of Lake Road except that between 300 feet north of Monterey Avenue and 300 feet south of Monterey Avenue the designated speed shall be 20 MPH during the hours of school crossings.
 - 65 MPH speed zone between a point 0.25 mile south of Lake Road and the north city limits of Gladstone.
 - 50 MPH speed zone between the south city limits of Gladstone and the north city limits of Oregon City.
- (7) "Speed Zone Resolution No. 250a" rescinds "Speed Zone Resolution No. 250", adopted June 27, 1957, in the community of Minam on the Wallowa Lake Highway in Wallowa County.

A fencing agreement was considered with the Bureau of Land Management involving six lessees on 6.61 miles extending westerly from the summit of Sage Hen Hill on both sides of the Central Oregon Highway in Harney County. The Engineer explained that for many years the Highway Department has cooperated with the Bureau of Land Management in fencing along the right of way which has greatly decreased the hazard to the traveling public by keeping range stock off the highway. The State's participation in this project is to provide approximately 2,155 steel

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posts at an approximate cost of \$1,939.50. He recommended that the agreement be approved. The Commission accepted his recommendation and authorized the Secretary to sign it in behalf of the Commission.

The Commission also considered an agreement with the Bureau of Land Management covering fencing of a section of the Olds Ferry-Ontario Highway, near Cobbs Rapids in Malheur County. This agreement, the Engineer said, covers fencing along the southerly side of the right of way between M. P. 1.68 and 2.36. The agreement is the same type of agreement entered into with the Bureau of Land Management on the Central Oregon Highway, and in this instance the cost to the State will be approximately \$447. The Commission accepted his recommendation approving the agreement and authorized the Secretary to sign it in behalf of the Commission.

The date for the next Highway Commission meeting was set for April 23, 1964, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for May 28, 1964. Commissioner Fridley stated that he plans to attend the opening of highway construction bids in Salem on April 21, 1964.

The matter of a highway inspection trip by the Commission and members of its staff was discussed. The Engineer suggested that the trip be given consideration before the April meeting and be discussed at that meeting.

The Commission approved the minutes of the meeting held January 30, 1964.

An agreement with the U. S. Corps of Engineers covering the Heppner Junction-Airport Road Section of the relocated Columbia River Highway in Morrow County, including an interchange at Threemile Canyon between Heppner Junction and Boardman, was recommended by the Engineer. The Corps of Engineers, he said, has agreed to participate in construction of two ramps. The State is to perform all necessary engineering and construction for the Threemile Canyon Interchange and the U. S. Corps of Engineers will pay to the State a lump sum of \$64,645.32 as its share. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with Lane County and the City of Eugene covering abandonment of the Oak Hill-Willamette River Section of the Mapleton-Eugene Highway in Lane County. The agreement provides that upon adoption of a resolution eliminating the existing Oak Hill to Primary Highway 1W Section of the Mapleton-Eugene Highway from the state highway system, the County and the City will assume title and jurisdiction over the abandoned section. It was the Engineer's recommendation that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a revised agreement with the City of Eugene, the City of Springfield, Lane County, and Lane County Planning Commission concerning the Eugene Area Transportation Study. The Engineer stated that the revised agreement has been prepared to accommodate changes in work items to be performed by the parties to the agreement. There is no

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change in the agreed amounts in the over-all study but it was his opinion that the exchange of work items would expedite the study. Following his favorable recommendation, the Commission approved the revised agreement and authorized the Secretary to sign it in their behalf.

The Engineer presented a Tabulation of Bids received March 10, 1964, for highway construction and other 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 9:55 a.m. the Commission awarded the contracts as follows and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON MARCH 10, 1964

"Lease of Park Building and Facilities at Rooster Rock State Park in Multnomah County. One bid was received. The Commission awarded the lease to the only bidder, Otha A. Jones, Kernville, at 8% of total gross sales and receipts up to first \$10,000.

"Intermittent fencing on the Willamette River-Battle Creek Jct. Section of Pacific Highway, near Wilsonville and Salem in Clackamas and Marion Counties. Federal-aid Interstate Highway Project I-5-5(28)250. Four bids were received. The Commission awarded the contract to the low bidder, J. C. Denton & Sons, Inc., Beaverton, at \$55,710.00.

"Rock production on the Redmond-Prineville Section of Ochoco Highway in Crook & Deschutes Counties. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at \$30,750.00.

"Curbs and oiling on the Central Oregon College Access Road Project, west of Bend in Deschutes County. FAP No. S-513(1). Three bids were received. The Commission elected to accept the low bid of Babler Bros., Inc., Portland, in the sum of \$31,417.00 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 \$7,200 is deposited by the County.

"Roadside improvement on the N. Ashland Interchange-S. Ashland Interchange Section of Pacific Highway in vicinity of Ashland in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(54)12. The project was withdrawn from the letting.

"Roadside improvement on the Cottage Grove-Divide Section of the Pacific Highway, south of Eugene in Lane County. Federal-aid Interstate Highway Project No. I-5-3(55)169. Two bids were received. The Commission awarded the contract to the low bidder, Rich & Sons Nursery, Hillsboro, at \$24,936.00.

"Cash Creek and Shotgun Creek Bridges on Mohawk County Road, north-east of Springfield in Lane County. Federal-aid Project No. S-145(10). Six bids were received. The Commission elected to accept the low bid of T & M Construction Co., Salem, in the sum of \$41,065.50 and directed the State

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Highway Engineer to award the contract to said bidder as soon as approval of Lane County is received and the sum of \$9,200 is deposited by the County.

"Structures and signing on the Airport Road-Irrigon Jct. Section of the Columbia River Highway, near Boardman in Morrow County. Federal-aid Interstate Highway Project No. I-80N-5(12)157. Ten bids were received. The Commission elected to accept the low bid of Rogers Construction Co., Portland, in the sum of \$209,834.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Corps of Engineers is received.

"Grading and stone base on the N. E. 134th Ave.-N. E. 148th Ave. Section of FAS Rte. 730 (N. E. Halsey St.), east of Portland in Multnomah County. FAP No. S-268(3). Four bids were received. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the sum of \$125,933.20 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 \$26,400 is deposited by the County.

"Paving on the N. E. 134th Ave.-N. E. 148th Ave. Section of FAS Rte. 730 (N. E. Halsey St.), east of Portland in Multnomah County. FAP No. S-268(4). Three bids were received. The Commission elected to accept the low bid of Warren Northwest, Inc., Portland, in the sum of \$39,615.00 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 \$8,400 is deposited by the County.

"N. E. Lombard St. Undercrossing and N. E. 223rd Ave. Overcrossing on Marine Drive, northeast of Portland in Multnomah County. Federal-aid Project #S-514(1). Ten bids were received. The Commission elected to accept the low bid of Pacific Concrete Co., an Oregon Corporation, Portland, in the sum of \$124,833.00 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 \$26,100 is deposited by the County.

"Gooseneck Creek Bridge on Harmony County Road, north of Buell and northwest of Salem in Polk County. Federal-aid Project No. S-515(1). Twelve bids were received. The Commission elected to accept the low bid of E. F. Philpott, Tigard, in the sum of \$27,150.00 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 \$6,100 is deposited by the County.

"Construction of the Spanish Hollow Creek Bridge near Biggs, Columbia River Highway in Sherman County. Federal-aid Interstate Highway Project No. I-80N-3(40)102. Ten bids were received. The Commission awarded the contract to the low bidder, Gibbons & Reed Co., Portland, at \$113,116.80.

"Grading, paving, structures, signing and illumination on the North Unit, Minnesota Freeway Section of Pacific Highway, north of Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(52)307. Four bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Vancouver, Washington, at \$1,660,634.70.

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

"Indenture of Access" to the John M. and Etha M. DeMoss property on the Wasco-Morrow Section of Sherman Highway in Sherman County.

"Indenture of Access" to the Elmer and Hazel Yoder property on the Valley Junction-Sheridan Section of Salmon River Highway in Yamhill and Polk Counties.

"Indenture of Access" to the Charles W. Koyl, Stanley M. and Norma L. Purcell and Orin A. and Betty M. Boyer (known as Horseshoe Enterprises) on the County Farm-Ashland Section of Pacific Highway in Jackson County.

"Indenture of Access" to the Nina O. Pinkerton property on the Wasco-Moro Section of Sherman Highway in Sherman County.

"Indenture of Access" to the Dwight Culver property on Bridge-Tanner Creek Section of Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the Cora A. Cribbins property on the Bridge-Tanner Creek Section of Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the Everett E. and Loy G. Kirk property on the Wildcat Creek-Walton Section of Mapleton-Eugene Highway in Lane County.

"Indenture of Access" to the Lyall and Edith Keith property on the East Unit, Siuslaw River-Walton Section of Mapleton-Eugene Highway in Lane County.

"Indenture of Access" to the George A. and Irene F. Blomquist property on the East Unit, Siuslaw River-Walton Section of Mapleton-Eugene Highway in Lane County.

"Easement" to United States of America, through its Bonneville Power Administration, for a transmission line easement for a crossing on the Mapleton Section of Siuslaw Highway in Lane County.

"Bargain & Sale Deed" to Thurlow K. and Rosalie Seifert for property lying in the SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 11, Township 38 South, Range 8 West W.M., Josephine County.

"Supplemental Agreement" with Union Pacific Railroad Company providing crossings for contractor's haul roads, on the Biggs-Rufus Section of Columbia River Highway in Sherman County.

"Agreement" with Southern Pacific Company covering the granting of an easement across the Company's right of way at Crescent Lake in connection with Crescent Lake Secondary Highway No. 429 in Klamath County.

"Bargain & Sale Deed" to School District No. 29 - C of Wasco County for a parcel of land on the Dufur Section of The Dalles-California Highway in Wasco County.

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"Bargain & Sale Deed" to Frieda Joan Katin for a parcel of land on the East Fork Illinois River Section of Redwood Highway in Josephine County.

"Bargain & Sale Deed" to Evans Products Company for a parcel of land on the Deady Shady Section and Sutherlin-Winchester Section of Pacific Highway in Douglas County.

"Bargain & Sale Deed" to Hubert A. and Ione Rieck for a parcel of land on the Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County.

"Quitclaim Deed" to Thomas M. Velvin for a parcel of land on the John Day Bridgeport Section of the John Day Highway in Grant County.

"Grant of Easement" to the City of Prairie City, Davis Lumber Co. and Thomas M. Velvin to property on the John Day-Bridgeport Section of the John Day Highway in Grant County.

"Bargain & Sale Deed" to Howard and Marcell Dulley for a parcel of land on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

"Lease and Sale of Road Materials Agreement" to Claude J. Miller to a parcel of land on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County.

"Bargain & Sale Deed" to John M. and Ann C. Burge for a parcel of land on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

"Agreement" with Century Realty Corporation covering the closing of the purchase of the Century Building in Portland.

"Agreement" with the State Game Commission covering the use of a quarry site located on Burns-Crane Highway in Harney County for fish and wildlife management purposes and as a public fishing area.

"Abandonment Agreement" with Coos County covering the Chrome Plant-Cedar Point Section of Coos Bay-Roseburg Highway.

"Agreement" with State Commission for the Blind covering the snack bar concession in the basement of the Highway Building in Salem.

"Agreement" with Peninsula Drainage District No. 1 providing for construction and maintenance of a dike west of existing Denver Avenue, Delta Park Interchange, North Unit, Minnesota Freeway Section of Pacific Highway, Multnomah County.

"Agreement" with Peninsula Drainage District No. 2 providing for certain construction features in connection with Delta Park Interchange, North Unit, Minnesota Freeway Section of Pacific Highway, Multnomah County.

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"Agreement" with Multnomah County covering N. Unit, Minnesota Freeway Section of Pacific Highway providing for closure of two public roadways and future extension of Victory Boulevard (Vanport Avenue) easterly from Delta Park Interchange.

"Agreement" with City of Astoria concerning construction of Astoria approach, Interstate Bridge Section of Oregon Coast Highway. This agreement supersedes agreement dated August 29, 1963.

"Agreement" with Bureau of Land Management involving six lessees covering 6.61 miles along both sides of Central Oregon Highway through an area in Harney County extending westerly from summit of Sage Hen Hill.

"Agreement" with Bureau of Land Management covering the fencing of a section of Olds Ferry-Ontario Highway No. 201, in the area of Cobbs Rapids.

"Agreement" with U. S. Corps of Engineers covering the Heppner Junction-Airport Road Section of relocated Columbia River Highway including an interchange at Threemile Canyon between Heppner Junction and Boardman.

"Supplemental Agreement" with City of Eugene, City of Springfield, Lane County, Lane County Planning Commission concerning the Eugene Area Transportation Study. Supplement involves exchange of work items.

"Agreement" with Lane County and City of Eugene covering abandonment of Oak Hill-Willamette River Section of Mapleton-Eugene Highway.

The meeting was recessed at 10:05 a.m. by the Chairman and reconvened at 11:00 a.m., with the same persons present and participating.

Mr. T. C. Roach, President; Mr. R. E. Gale, Vice President; and Mr. G. H. Condit, Construction Engineer, all of the Idaho Power Company, Boise, Idaho, came before the Commission concerning the State's taking over the road from Oxbow to Brownlee, which is maintained by the Idaho Power Company. Mr. Roach thanked the Commission for hearing the group. He pointed out that the section of highway maintained by the Power Company is a connecting link between two state highways, one in Idaho and one in Oregon. The Power Company, he continued, is willing to surface the road and install guardrail to State specifications if the State will take over the section as a State highway. The road is a link into a good recreational area and he stated that the Idaho Highway Commission is hopeful that the section can be made a part of the Oregon highway system. He also commented that the initial arrangement for construction of the road by the Power Company was influential in Idaho's decision to build a state highway on their side of the Snake River. Chairman Jackson inquired if there might be a difference of opinion as to standards. Mr. Roach stated that the Power Company will pave the section in accord with State standards and install guardrail at a cost of approximately \$320,000. In reply to the Chairman's inquiry as to

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the cost to bring the highway up to State standards the Engineer replied that it would cost approximately \$1,000,000. Mr. Roach observed that, in his opinion, most of the section under the jurisdiction of the Idaho Power Company is a better road than the adjoining state highway. He also pointed out that it was at the State's suggestion that the highway was routed through the town of Halfway. The Chairman inquired as to the amount of money spent by the Power Company in constructing this road above the amount that they would have spent if the road had been constructed solely for their own use. Mr. Condit replied that the increase had been about thirty percent, or between one-half and three-quarters of a million dollars. Mr. Roach stated that the Power Company in this area had spent approximately \$17,000,000 on highway relocations and had not stinted on expenditures for highways. However, to him it appeared odd that there should be a ten-mile private road connecting state highways in Oregon and Idaho. Chairman Jackson said that one point of disagreement apparently is on standards but further negotiations will be undertaken with the Idaho Power Company in an attempt to arrive at a solution acceptable to both parties.

Honorable Oscar E. Peterson, Morrow County Judge; Mr. William F. Barratt, a livestock producer; Mr. Oliver Creswick, Justice of the Peace; and Mr. Al Lamb, Mayor, all from Heppner, came before the Commission regarding improvements to the Heppner Highway (Route 74). Mr. Barratt, who acted as spokesman, stated that the present narrow, crooked highway from Heppner to Heppner Junction causes a shrinkage in livestock of about one-third more than normal. He also mentioned that a recent accident with a livestock truck caused a loss of \$4,000 in lambs. He asked that the highway be rebuilt to aid the economic health of the area. Mr. Creswick expressed appreciation for widening work done recently between Morgan and Ione. Mr. Lamb commented on the large amount of grain and livestock hauled over this road and that it is not uncommon for trucks to upset. However, a better road is needed to attract tourists as well as to enable the truckers to haul economically. He urged the Commission to continue the widening work. Judge Peterson commented that Morrow County people are also hopeful of securing a better road between Heppner and Ukiah. Concerning the Heppner Highway, he mentioned that the sharp curves between Ione and Heppner need improvement and he also mentioned specifically a dangerous curve at Morgan. He asked that widening work and removal of curves be continued on into Heppner. Chairman Jackson stated that the financial problem faced by the Commission is staggering and that areas which have very heavy traffic are pushing hard for sorely needed improvements. The Commission realizes that the Heppner Highway is not as good as it should be but he also mentioned that the volume of traffic on it is relatively low. The Commission has improved some bad sections on this highway and will continue this program as money is available. Highway needs, he said, are being created faster than they can be remedied and the Commission is doing everything it can with funds available. The Commission is trying hard to present the true picture to the public. Judge Peterson stated that as a compromise they would ask the Commission to continue improvement of the worst spots on the Heppner Highway.

A delegation from the cities of Independence and Monmouth appeared before the Commission concerning improvement of the existing route of the Independence Highway No. 43 between Independence and Monmouth, and construction of a new route connecting "E" Street in Independence with East Main Street in Monmouth. The following persons were present: Alan F. Oppliger, Chairman, Independence Planning Commission; Fred Voight and Jim Hart, Members, Independence Planning Commission; Clarence Thomas, City Council; Jack McElravy, City Recorder; Jim Irwin, Editor, "Independence Enterprise", all from Independence; W. G. Wilmot, City Superintendent; Elmer Knaupp, City Council; Ed Fleishman and Leonard Rice, Members, Monmouth Planning Commission; and George Lindahl, Businessman, all from Monmouth. Mr. Oppliger commented on the need for relieving traffic congestion between Independence and Monmouth. Traffic, he said, exceeds 5,000 vehicles per day and there is considerable traffic congestion in the vicinity of Central High School and the shopping center. He asked that the existing highway be widened on present alignment and that an additional route connecting "E" Street in Independence with East Main Street in Monmouth be constructed. Mr. Wilmot presented a letter representing opinions of Monmouth residents favoring widening of the existing highway without change in alignment and asking that such widening not be considered as a substitute for construction of a new route between Monmouth and Independence which would give more direct access to the Walker Bridge across the Willamette River. He also presented a statement from the Monmouth Planning Commission urging widening of the existing highway on present alignment and construction of left-turn islands at Central High School, shopping center, and elsewhere as needed. Chairman Jackson stated that the project requested falls just below the critical needs group, and the Commission could not promise immediate relief. The critical needs in the State, he added, are very large. The Commission recognizes that there is need for highway improvement between the two cities but funds are just not available. The Commission, he added, will do the best it can.

The Chief Counsel presented for the Commission's consideration a "Lease and Sale of Road Materials Agreement" with Claude J. Miller, Lessor, in which Mr. Miller agrees to lease to the State 29.8 acres for road materials on the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County. The lease covers a period of five years, beginning December 15, 1963, and provides that the State shall pay the sum of 8 cents per cubic yard. Following the Chief Counsel's favorable recommendation, the Commission approved the lease.

The Chief Counsel requested and the Commission granted authority to institute restraining action on a Mr. Don Cannon to prevent him from constructing an unauthorized access or road approach to the North Santiam Highway in the vicinity of Airport Road east of Salem.

The Engineer recalled that in January of this year he had sent to the Commission a copy of a suggested 1966-67 Federal-aid ABC highway construction program titled Program IX. This program cancelled all items on previous programs which had not been started so that bookkeeping could be kept straight. He also mentioned that the Commission after considering the program had verbally authorized him to proceed with contracting individual projects after securing Commission clearance. So far the Commission has approved four

projects which he asked be confirmed for the records. The Commission confirmed the contracting of the following projects:

1. West Linn-Oregon City Str., GP	Oswego Highway	FA	\$ 5,000,000
2. Horse Ridge Sec. Pave	Central Oregon	FA	600,000
3. Powers Junction-Bridge Sec. Pave	Coos Bay-Roseburg	FA	500,000
4. Rock Creek Sec. G.O.S.	Coos Bay-Roseburg	FA	550,000
			<u>\$ 6,650,000</u>

In order to provide an orderly program of construction on the ABC highways, he requested approval on 13 additional projects. The Commission approved the following projects:

1. Minam Section GPS	Wallowa Lake Hwy.	FA	\$ 410,000
2. Astoria Approach GPS	Coast Highway	FA	980,000
3. Alsea Mtn. Sec. Grading	Alsea Highway	FAS	1,000,000
4. Gladstone Sec. Widen and Curb	Pacific East	FA (Co-op)	115,000
5. Wildwood Lodge & Wimer Slides	Oregon Coast	FA	180,000
6. Crest St.-Patterson Ave. GPS	Klamath Falls-Lakeview	FAU FAS	575,000
7. Cornelius Pass Rd.-Cornell Rd. GPS	Sunset Highway	FA	1,095,000
8. Lake Rd. Intchg. GPS	Cascade Highway	FA	212,000
9. Independence Jct.-N. Salem GPS	Salem-Willamina	FA	1,100,000

(Cont. on following page)

March 12, 1964

10. Mohawk Rd.-Highbanks GPS	Springfield	FA	\$ 432,000
11. Oro Dell-La Grande GPS	Old Oregon Trail	FA FAU	395,000
12. Elbow Pt. GOS	Coos Bay-Roseburg	FA	810,000
13. Willamette R.-Orleans Rd. GPS	Corvallis-Lebanon	FAS	1,470,000
			<u>\$ 8,774,000</u>

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

Bruce C. Beyer
State Highway Engineer

Glenn Jackson
Chairman

K. M. Bradley
Commissioner

Floyd Query
Secretary

Don B. Simpson
Commissioner

March 12, 1964

VOLUME 49

COMPLETE

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

FROM

APRIL 1, 1964

TO

MARCH 31, 1965

- - -

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
(April 1, 1964, to October 1, 1964)
George E. Rohde, Chief Counsel
(October 1, 1964, to March 31, 1965)
Floyd Query, Secretary

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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HIGHWAY COMMISSION MINUTES

April 1, 1964, through March 31, 1965

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State Highway Building
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At 9 a.m., April 2, 1964, a special Highway Commission meeting was held by conference telephone. On the telephones at this time were:

Glenn L. Jackson, Chairman, in Medford
K. N. Fridley, Commissioner, in Wasco
David B. Simpson, Commissioner, in Portland
Forrest Cooper, State Highway Engineer, in Salem
L. I. Lindas, Chief Counsel, in Salem
Floyd Query, Secretary, in Salem

Chairman Jackson stated that the purpose of the meeting is to consider what should be done concerning DeLong Corporation's failure to fulfill the terms of Contract No. 6124 for construction of piers for the bridge across the Columbia River at Astoria.

The Chief Counsel pointed out that on March 31, 1964, a letter had been sent to the members of the Highway Commission from the State Highway Engineer listing eight violations of the contract by DeLong Corporation and stating that sufficient cause exists for the Commission to terminate the contract. The letter also recommended that if the Commission elects to terminate the contractor's employment and take possession of the premises that the Commission exercise the further right to take possession of the materials, tools and appliances found on the premises to the extent of taking possession of the cofferdam, its component parts and supporting structure now in place at pier 169. It was the Chief Counsel's opinion that the Commission has ample cause to terminate the contract. Commissioner Simpson inquired as to whether this action might give the surety any reason to void their obligations under the performance bond. The Chief Counsel replied that in his opinion there would be no breach with the surety. Commissioner Simpson also inquired if the way the termination of the contract is being handled is standard procedure. The Chief Counsel replied that it is. The Engineer commented that other contracts for construction of the Astoria Bridge have been awarded and delay of completion of the DeLong contract may create a liability to the State by delaying the other contractors. He also stated that if the Commission terminates the contract three procedures may then be considered:

- (1) Completion of the contract by State forces.
- (2) A negotiated contract to complete the work.
- (3) Advertise for new bids to complete the work.

It was the Chief Counsel's opinion that the Commission is not legally required to readvertise the job for bids, and that the bonding company on Contract No. 6124 would be liable for completion of the contract if it was on a negotiated basis for prices that could be established as reasonable. The Engineer pointed out that it is in the public interest that the bridge be completed as soon as possible. Commissioner Fridley commented that the time element in completion of Contract No. 6124 is very important, and if the contract is terminated he asked if the surety could select the contractor to complete it. The Chief Counsel replied that the surety could negotiate completion or any other way that would be agreeable with the Commission. He

urged, however, that no action be taken for completion of the contract until the surety has been consulted. Commissioner Simpson stated that he wanted to be sure that Attorney General Robert Y. Thornton is kept advised in this matter. The Chief Counsel replied that he would see to it that he is. After some further discussion, the Commission unanimously approved the following letter addressed to the DeLong Corporation and The Traveler's Indemnity Company and authorized the Secretary to sign the letter in their behalf.

April 2, 1964

CERTIFIED MAIL
RETURN RECEIPT

DeLong Corporation
100 Columbia Avenue
Astoria, Oregon

Attention: Col. L. B. DeLong

The Traveler's Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Re: Columbia River Bridge
Astoria, Ore. - Pt. Ellice, Wn.
Substructure for Steel Spans
Contract 6124

Gentlemen:

This is to notify you, as principal and surety, respectively, on the above-described contract, that the State Highway Commission has elected to and hereby does terminate your employment and cancel said contract, pursuant to the terms thereof, effective seven days after receipt of this letter by the contractor, for the willful failure or refusal of the DeLong Corporation, as contractor, to faithfully perform the contract according to all of its terms and conditions, in many particulars including the following:

- (1) Substantial abandonment of the project, as shown by the nearly total inactivity of the contractor in recent weeks.
- (2) Persistent and repeated refusal and failure to supply enough properly skilled workmen for the efficient prosecution of the project.
- (3) Failure to remove and replace defective work, particularly the defective seal at pier 169.
- (4) Failure to make prompt payment for all material and labor.

DeLong Corporation
The Traveler's Indemnity Co.
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(5) Persistent disregard of the instructions of the engineer to proceed with the work.

(6) The contractor's inability or unwillingness to proceed with the contract according to its terms, as shown by proclamations in a complaint filed in the U.S. District Court for the District of Oregon, and elsewhere.

(7) Failure to vigorously prosecute the work.

(8) Failure to complete Units 1, 2 and 3 of the contract, and obvious inability to complete Unit 4 thereof, by the respective completion dates therefor.

This is to further advise that the State will henceforth look to Traveler's Indemnity Company for completion of the contract according to its terms, in accordance with its obligations as surety. If said surety fails to promptly undertake the satisfactory completion of the work, the State will do so, either by means of its own forces or by contract, as the Commission may deem appropriate. In any event, the State will look to the DeLong Corporation and Traveler's Indemnity Company for recovery of the damages sustained by the State by reason of the contractor's violation of the provisions of the contract.

This is to also notify you that the State, in accordance with Article 1.8.7 of the Standard Bridge Specifications, will take possession of the cofferdam, its component parts and supporting structure, now in place at pier 169, and to direct that you take no steps to remove the same.

Very truly yours,

/s/ Floyd Query

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkf

cc: DeLong Corporation
29 Broadway
New York City, New York

The Traveler's Indemnity Company
Equitable Building
Portland, Oregon

Commissioners
Forrest Cooper
L. I. Lindas

April 2, 1964

April 2, 1964

The meeting was adjourned by the Chairman at 9:27 a.m.

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

K. N. Fridley
Commissioner

Floyd Query
Secretary

Dan B. Simpson
Commissioner

Salem, Oregon
April 23, 1964

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
George E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Controller
Floyd Query, Secretary

Mr. Tom Edwards, Assistant State Highway Engineer, was excused. Also present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; Harold Schick, State Parks Superintendent; H. S. Cox, County and City Engineer; L. H. Young, Office Engineer; R. B. Sipprell, Liaison Engineer; C. W. Head, Assistant Secretary; and Carl Plog, Information Officer.

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 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. 13", which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

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 for the period were \$6,310; timber sales amounted to \$24,295.60 and land sales totaled \$2,425. Rental receipts for the month of March were \$27,459.76. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale the following parcel of property which is no longer needed for highway purposes:

April 23, 1964

- (1) 4,750 square feet of land, File No. 25009, on the Harbor Drive-City Limits Section of the Pacific Highway in Portland, Multnomah County. No access is to be allowed to the freeway but access is to be allowed via 23rd Avenue. The property is to be sold to within one foot of the existing right of way fence and the sale is subject to the standard sign restriction clause. Minimum price for the parcel is \$2,500 based on appraisal. The sale was approved by the Bureau of Public Roads on April 7, 1964. The Commission approved the sale and thereupon adopted "Real Property Resolution No. 409", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Authority was also requested by the Right of Way Engineer to make direct sale of two parcels of property no longer needed for highway purposes. In each instance there are peculiarities of location which restrict the sale to a single person. Sale prices have been determined by appraisal and reflect market values. The Commission authorized sale of the following properties:

- (1) Conklin Property, File No. 9851, on the Baker Undercrossing Section of Baker-Unity Highway in Baker County, consisting of 0.10 acre located approximately 1,000 feet southwest of intersection of the highway with the Oregon-Washington Railroad & Navigation Company in the City of Baker, to the Ellingson Timber Company for the sum of \$125, and without restrictions. No Federal funds were involved. The Commission's action confirmed prior telephonic approval given by Commissioner Simpson.
- (2) Colgrove Property, File No. 27543, on the Hooskanaden Creek-Whalehead Creek Unit, Myers Creek-Brookings Section, Oregon Coast Highway in Curry County, to Mr. Delmar Colgrove for the sum of \$50. The Right of Way Engineer explained that because of a survey error Mr. Colgrove constructed a \$90,000 building so that a large stone fireplace encroaches slightly into the highway right of way near Station 1092+50. Sale of the triangular parcel of 126 square feet of land will not be detrimental to the highway and will clear Mr. Colgrove's property for financing. The sale has been approved by the Bureau of Public Roads.

"Indentures of Access" involving routine changes in points of access to state highways were presented by the Right of Way Engineer. The proposed changes, he said, have been investigated and are recommended by the Construction Engineer and the Assistant State Highway Engineer. Approval of the Bureau of Public Roads has been secured in each instance where federal funds were involved.

The Commission approved the following "Indentures":

- (1) Cage Property, File No. 35034, on the Hegan Creek-Selma Section of the Redwood Highway in Josephine County, for a change in location of one point of access, 35 feet in width and unrestricted as to use, in order to eliminate a culvert.
- (2) Lancaster Property, File No. 33429, on the Bridge-Tanner Creek Section of the Coos Bay-Roseburg Highway in Coos County, for a change in location of one point of access, 35 feet in width, and unrestricted as to use. This change is made to correct the record to conform to actual construction.
- (3) Tolman, Ross and Ball Property, File No. 32814, on the Harper Junction-Burrell Ranch Section of the Central Oregon Highway in Malheur County, for a change in location of one point of access, 25 feet in width and unrestricted as to use, to correct the record to conform to actual construction.
- (4) Union Oil Company of California (Webber) Property, File Nos. 13912 and 13913 on the Salem-Hayesville School Section of the Pacific Highway East in Marion County, for a change in location of one point of access, 35 feet in width, and unrestricted as to use, to serve a service station.

"Grants of Access" to a state highway were recommended by the Right of Way Engineer. These "Grants" he said have been approved by the Bureau of Public Roads. The Commission approved the "Grants of Access" as follows:

- (1) Roth Property, File Nos. 27367 and 27780, on the Santiam Junction-Lebanon Road Section of Pacific Highway in Linn County, for two points of access; one 35 feet in width and the other 30 feet in width unrestricted as to use, located on the east side of the Corvallis-Lebanon Highway near the overcrossing of this highway with the Pacific Highway. The Right of Way Engineer commented that because of legal imperfections in the original transaction it is necessary that the formal grant be made to complete the record and to fulfill agreements made at the time of acquisition.
- (2) Roth Property, File No. 27367, on the Santiam Junction-Lebanon Road Section of the Pacific Highway in Linn County, for two points of access; 35 feet in width, and unrestricted as to use, located on the east side of the Corvallis-Lebanon Highway near the overcrossing of this highway with the Pacific Highway.

April 23, 1964

The Right of Way Engineer commented that because of legal imperfections in the original transaction it is necessary that the formal grant be made to complete the record and to fulfill agreements made at the time of acquisition.

"Release of a Slope Easement" on the Alvin Property, File No. 31612, on the Pine Street-Market Drive Section of the Santiam Highway in Lebanon, Linn County, was presented by the Right of Way Engineer. The slope easement, he said, was acquired in 1960; however, the owner of the property covered by the easement has since brought the property to the grade of the highway thereby eliminating the need for the easement. Following his favorable recommendation, the Commission approved the "Release of Easement".

An exchange of quitclaim deeds with the Great Northern Railway Company, (File No. 23146-G), on the Klamath Falls-West Side Bypass Section of The Dalles-California Highway in Klamath County, was presented by the Right of Way Engineer. This exchange, he said, is necessary to correct title overlaps in Lots 1, 2, 3, and 4 of Block 4 West, Klamath Falls. He presented a quitclaim deed from the State to the Railroad covering a parcel of 24 square feet, and stated that upon execution the deed will be exchanged for a quitclaim deed from the Railroad of their interest in the highway right of way through Block 3. The exchange will conform with the intent of the State and the Railroad when the original transaction was made in 1962. The Commission approved the exchange.

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. 1898 through 1911", 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 letters entitled "Recommendations for Condemnation" and "Supplemental Recommendations for Condemnation", dated April 21 and 23, 1964, in the Secretary's Office.)

A written report was presented by the Chief Counsel on condemnation cases which have been tried in court since the last Commission meeting. He commented on the Nunes case in which the State's appeal to the Supreme Court was denied and the Jones case in which the appeal was allowed. Based upon the Supreme Court's denial of the appeal in the Nunes case, the Chief Counsel recommended that pending appeals based on excessive attorney's fees in the Oregon Bank case, L-4340A, and the Braley Graham case, L-4248A, be dismissed. The Commission accepted his recommendation. Concerning the Nunes case he

commented briefly that, by the Court's decision, the owner can now use the royalty or unit price in computing the market value of sources of rock and gravel. It was his opinion that future negotiations for material sources would have to consider this basis. The Commission approved the Chief Counsel's "Report of Cases Tried" which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4292 Rudolph J. Planting, et al.	Clatsop	Oregon Coast	Astoria Bridge-South Approach Ramp	\$ 600.00	None	\$ 600.00
L-4504 Ola F. Paulson, et al.	Coos	Bandon Ocean State Park	Wayside	19,800.00	\$42,950.00	19,750.00
L-4505 K. P. Wallace, et al.	Coos	Bandon Ocean State Park	Wayside	8,250.00	22,000.00	12,500.00
L-4454 Dare Kingery, et ux.	Douglas	Pacific	Anlauf-Yoncalla Junction	1,200.00	75,000.00	7,500.00
L-4405 Thurlo K. Seifert, et al.	Josephine	Redwood	Hegan Creek-Selma	7,572.00	26,400.00	14,100.00
L-4517 Weed Lumber Co.	Lane	Siuslaw	Florence-Cushman	210.00	None	210.00
L-4442 C. D. Eades, et al.	Morrow	Columbia River	Arlington-Boardman Junction	360.00	4,500.00	1,000.00
L-4450 LaVern Partlow, et al.	Morrow	Columbia River	Arlington-Boardman Junction	3,200.00	4,000.00	1,350.00
L-4392 Alice Boyle, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	100,500.00	135,000.00	100,000.00 plus \$500.00 for fixtures
L-4470 Richard F. Jones, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	4,500.00	9,000.00	4,500.00

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4457 John A. Lovell, et al.	Jackson	Pacific	Wall Creek-California State Line	\$ 2,800.00	\$11,950.00	\$ 8,950.00
L-4289 Manifold Business & Investment, Inc.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	15,000.00	21,000.00	17,500.00
L-4394 Bartul Petrich, et ux.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge revised to 16,250.00 after fire	26,065.00	25,000.00	19,375.00
L-4346 H. C. Pownall, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	23,025.00	27,500.00	22,810.00 plus \$165.00 for fixtures
L-3807 Dorothy Logan Benson, et al.	Tillamook	Oregon Coast	Hobsonville-Bay City	525.00	31,000.00	12,500.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4421 Leonard R. Chandler, et al.	Linn	Corvallis-Lebanon	Corvallis-Orleans	\$ 1,750.00	\$ 2,600.00	\$ 2,000.00
L-4330 American Rag & Metal Co., et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	59,600.00	70,500.00	70,500.00 Judgment

(For additional details concerning these cases, see the Chief Counsel's letters dated April 20 and 22, 1964, entitled respectively "Report of Cases Tried" and "Supplemental Report of Cases Tried" in the General Files in the Salem Office.)

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A report was also presented by the Chief Counsel on cases which have been settled out of court since the last Commission meeting. These settlements, he said, have been approved by the Highway Administrative Review Board and are based on appraised figures, or amounts so close to appraised value as not to constitute substantial increases. The Commission approved the settlements as presented, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4038 J. F. Yoerger, et al.	Clackamas	Mt. Hood	Anderson Road-Duncan Road	\$15,300.00	\$16,500.00
L-4500 Viola B. DeLong, et al.	Coos	Empire-Coos Bay	Pony Creek	250.00	475.00
(Insustantial increase in view of fact that possession was taken by filling on owner's land several months before filing complaint.)					
L-4363 A. L. Dorson, et ux.	Jackson	Crater Lake	Cascade Gorge-Forest Boundary	500.00	1,100.00
(Recommended on basis of verdict rendered by jury on same line. L-4013, Chandler - Offer: \$1,080, Verdict: \$4,069; L-4014, Lowery - Offer: \$2,650, Verdict: \$7,000.)					
L-4396 Louis Schnitzer, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	10,225.00	11,500.00
(State's appraisers revised their appraisal to \$11,000.)					
L-4531 Florence Sjoquist, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	10,000.00	10,500.00
R-36299 Joe Cahill, et ux.	Tillamook	Oregon Coast	Nehalem Bay State Park	1,850.00	2,300.00
(The owner recently purchased this property on contract for \$2,300.)					
R-36016 Laurence A. Buhler	Polk	Willamina-Salem	Independence Junction-Bonneville Station	13,000.00	13,750.00
L-4410 Paul Nordyke, et al.	Linn	Corvallis-Lebanon	Corvallis-Orleans	8,760.00	9,500.00

April 23, 1964

(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4362 George Shane, Jr., et al.	Morrow	Columbia River	Arlington-Heppner Junction Unit	\$ 6,800.00	\$ 7,600.00
R-33660 Anna M. King, legal owner - Alfred Leckenby, et ux., contract purchaser	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	47,500.00	49,500.00
(Owner submitted appraisal for review by Mr. William Brewster at \$51,500.)					
L-4516 Oren Edwin Sudtell, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	23,000.00	23,000.00 less neon sign to be retained by owner. Value of sign \$2,550. Cost of moving sign \$1,000.
L-4357 Claude J. Miller, et al.	Jackson	Pacific	Siskiyou Summit California State Line Unit	1,800.00 for purchase in fee	Lease until 12-14-68 \$.08 per cubic yard
(Approved NOA at the March 12, 1964 Commission meeting.)					

SUPPLEMENTAL REPORT OF CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4308 Alta Dougherty, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	\$40,000.00	\$42,500.00
L-4338 Electrical Distributing Inc.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	13,000.00	15,000.00
(At the March 12, 1964 meeting a proposed package settlement of these two files for \$70,000 was rejected. The proposed settlement is recommended by the Adm. Rev. Bd.)					

April 23, 1964

(Supplemental Report of Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4339 Elizabeth L. Meier, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	\$47,500.00	\$50,000.00
L-4361 Cleopatra Page, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	10,250.00	12,000.00
(Recommended by Adm. Rev. Bd. based upon verdicts rendered in similar cases previously tried.)					
L-4486 Sophie Foeller Brady, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	13,500.00	15,000.00
(Recommended by Adm. Rev. Bd. based upon verdicts rendered in similar cases previously tried.)					
L-4085 The Miller Ranch Co.	Wasco	The Dalles-California	Eightmile Creek-Dufur	7,750.00	7,250.00 revised taking
(The settlement is also conditioned upon the State quit claiming to the owner five acres, more or less, of abandoned right of way appraised at \$125.)					

(For additional details, see the Chief Counsel's letter dated April 20 and 22, 1964, entitled "Report of Cases Settled" and "Supplemental Report of Cases Settled" in the General Files in Salem.)

Prior telephonic approval of offers made to the owners for acquisition of real property prior to the institution of condemnation procedures was confirmed by the Commission as follows:

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY

R-35486 - Vira Corp. 0.25 acre for permanent easement. Offer of \$150.00 approved by Mr. Jackson March 17, 1964.

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

R-33412 (L-4038) - J. F. Yoerger, et al. Parcel No. 1: 11.3 acres for right of way purposes; Parcel No. 2: 0.5 acre for right of way purposes; Parcel No. 3: 11.6 acres for wayside rest area. Offer of \$15,300.00 approved by Mr. Jackson March 13, 1964. On April 23, 1962, an amount of \$1,180.00 was approved by Mr. Simpson. The revised amount is due to adding Parcel No. 3 and a new appraisal.

April 23, 1964

ANLAUF-YONCALLA JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-34868 - Glen Coons, et ux. Parcel No. 1: 15.30 acres for right of way purposes; Parcel No. 2: 0.2 acre for permanent easement; Parcel No. 3: 1.85 acres for permanent easement; Parcel No. 4: 11.7 acres for right of way purposes. Offer of \$21,000.00 approved by Mr. Jackson March 18, 1964. On May 1, 1963, Mr. Jackson approved an amount of \$17,900.00. The revised amount is due to revised taking and a new appraisal.

BLUE RIVER-MILL CREEK SECTION OF THE MCKENZIE HIGHWAY

R-35662 (L-4411) - Roy O. Seal and Merna M. Seal. 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; Parcel No. 4: 0.68 acre for temporary easement. Offer of \$2,500.00 approved by Mr. Jackson March 18, 1964. On September 4, 1963, an amount of \$600.00 was approved by Mr. Simpson. The revised amount is due to adding Parcel No. 4 and a new appraisal.

CROWN POINT STATE PARK

R-35512 - Frances M. Johnson. 0.65 acre for park purposes. Offer of \$17,600.00 approved by Mr. Jackson March 10, 1964.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-36119 - Erskine B. Wood. 8,000 square feet for right of way purposes. Offer of \$19,000.00 approved by Mr. Jackson April 7, 1964.

HEPPNER JUNCTION-RHEA CREEK SECTION OF THE HEPPNER HIGHWAY

R-36538 - Wavel B. Wilkinson, et al. 13.09 acres for material source and stockpile site. Offer of \$330.00 approved by Mr. Fridley March 19, 1964.

HUNTER CREEK-MYERS CREEK SECTION OF THE OREGON COAST HIGHWAY

R-36102 - Lee Eldon Whitehead, et ux. 0.17 acre for right of way purposes. Offer of \$730.00 approved by Mr. Jackson March 19, 1964.

INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-35994 - Floyd S. DeLapp, et ux. Parcel No. 1: 1.15 acres for right of way purposes; Parcel No. 2: 0.7 acre for right of way purposes. Offer of \$9,500.00 approved by Mr. Jackson March 26, 1964.

R-35997 - O. B. Allm. 0.49 acre for right of way purposes. Offer of \$6,500.00 approved by Mr. Jackson March 19, 1964.

R-36217 - Richard R. Allm. 0.03 acre for right of way purposes. Offer of \$75.00 approved by Mr. Jackson March 18, 1964.

April 23, 1964

K.I.D. CANAL-MADISON STREET SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY

R-35903 - W. W. Southwell, et ux. Parcel No. 1: 112 square feet for right of way purposes; Parcel No. 2: 50 square feet for permanent easement. Offer of \$650.00 approved by Mr. Jackson March 17, 1964.

R-35920 - Edward H. Owens. Parcel No. 1: 690 square feet for right of way purposes; Parcel No. 2: 412.5 square feet for permanent easement. Offer of \$200.00 approved by Mr. Jackson April 3, 1964.

R-35935 - Kathryn Combs. Parcel No. 1: 1,130 square feet for right of way purposes; Parcel No. 2: 500 square feet for permanent easement. Offer of \$375.00 approved by Mr. Jackson March 19, 1964.

R-35938 - Vernon E. Wiard, et al. Parcel No. 1: 655 square feet for right of way purposes; Parcel No. 2: 378.6 square feet for permanent easement. Offer of \$930.00 approved by Mr. Jackson March 31, 1964.

R-35949 - Forrest A. Johnson, et ux. Parcel No. 1: 1,335 square feet for right of way purposes; Parcel No. 2: 1,510 square feet for permanent easement. Offer of \$450.00 approved by Mr. Jackson March 16, 1964.

LOWER FOUR MILE ROAD SECTION OF THE OREGON COAST HIGHWAY

R-36555 - Helen C. Dressi. 1.0 acre for right of way purposes. Offer of \$750.00 approved by Mr. Jackson April 8, 1964.

NEHALEM BAY STATE PARK

R-35214 - W. J. P. Farrell. 8,000 square feet for park purposes. Offer of \$1,000.00 approved by Mr. Jackson April 3, 1964.

R-35217 - Theresa A. Downey. 5,000 square feet for park purposes. Offer of \$200.00 approved by Mr. Jackson April 16, 1964.

R-35224 - George Weisensee and Lloyd Weisensee. 55,000 square feet for park purposes. Offer of \$3,350.00 approved by Mr. Jackson April 2, 1964.

ROBERTS MT.-MYRTLE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36499 - Arthur R. Weeks, et ux. Parcel No. 1: 12.6 acres for right of way purposes; Parcel No. 2: 0.3 acre for right of way purposes. Offer of \$3,375.00 approved by Mr. Jackson April 3, 1964.

R-36505 - Earl Morley, et ux. 1.60 acres for right of way purposes. Offer of \$7,750.00 approved by Mr. Jackson April 16, 1964.

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

R-32851 - Champion Petroleum Distributors Inc. 0.33 acre for right of way purposes. Offer of \$37,650.00 approved by Mr. Jackson March 16, 1964.

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

R-33281 - Paul R. Chichester, et ux. 0.2 acre for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson March 18, 1964.

R-33291 - Felix A. Rosch. 0.38 acre for right of way purposes. Offer of \$3,000.00 approved by Mr. Jackson March 19, 1964.

R-33294 - Laura D. Wanser. 0.09 acre for right of way purposes. Offer of \$700.00 approved by Mr. Jackson March 19, 1964.

R-35414 - James L. Hannam, et ux. 0.02 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson March 26, 1964.

R-36052 - John Scheckla, et ux. 0.31 acre for right of way purposes. Offer of \$800.00 approved by Mr. Jackson April 16, 1964.

R-36517 - Harry E. Eliander, et ux. 1,200 square feet for right of way purposes. Offer of \$25.00 approved by Mr. Jackson April 6, 1964.

WILLOW CREEK-HINTON CREEK SECTION OF THE HEPPNER HIGHWAY

R-36486 - Prudy Ellien Casebeer. 0.04 acre for right of way purposes. Offer of \$2,020.00 approved by Mr. Fridley April 8, 1964.

R-36488 - Union Oil Company of California. 0.09 acre for right of way purposes. Offer of \$150.00 approved by Mr. Jackson April 8, 1964.

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

PUX 509: Application of Edward Hines Lumber Co. to construct a private road crossing with the John Day Highway at M. P. 191.25 near Bates in Grant County. The order was granted after providing for improved sight-distance, a warning flashing light, widening of the private road near the highway and application of dust palliative 300 feet on each side of the highway. All maintenance costs connected with the crossing will be borne by the applicant.

PUX 517: Application of the State Highway Commission to construct an overcrossing over the main line tracks of Southern Pacific Company, 10.2 miles south of Roseburg on the Pacific Highway in Douglas County. Application for the project known as the Second Booth Ranch Overcrossing to carry south bound traffic on the Pacific Highway was granted. As no benefit accrues to the railroad the entire cost of this project is to be borne by the State.

A quarterly report of property damage claims collected by the Legal and Right of Way Department for the first 3 months of 1964 was presented by the Chief Counsel. During this time \$30,573.36 was collected on 88 claims. The Commission accepted the report.

A recommendation was made by the Chief Counsel that he be allowed to abandon efforts to recover unpaid rentals on certain state-owned properties. These claims, he said, are not large enough to attempt to learn the whereabouts of the former renters or to start legal proceedings for recovery. The Commission approved abandoning the following claims:

File No.	County	Renter	Vacated	Amount
26217	Polk	Wilman Nyleen	9/1/61	\$ 30.67
30637	Multnomah	Clifford D. Dawson	6/4/62	30.00
30639	"	Edward C. McCue	7/1/62	50.00
32366	"	Betty Hanna	11/1/62	60.00
32365	"	Earl A. Miner	3/31/62	110.00
33782	"	Eugene Jones	6/30/63	75.00
33786	"	William H. Parke	on or about 7/1/63	50.00

An oral report was made by the Chief Counsel on the case of Mr. Leonard H. Wormdahl vs. State Highway Commission, County of Clackamas and the City of Oregon City in the Circuit Court for Marion County. Wormdahl seeks to collect \$15,000 general damages, \$246.03 medical expense, and \$7,800 for loss of wages allegedly caused when the plaintiff's car dropped into a manhole September 22, 1962, on the Pacific Highway East in Oregon City. It was the Chief Counsel's opinion that the State is not involved in this case. The Commission accepted the report.

Consideration was given to a request from the United States Forest Service that the Commission consent to the vacation of portions of Cherry, North and Halo Streets; Railroad Avenue; alleys in Block 27, 36 and 37 lying west of The Dalles-California Highway in the Sub-division of Terminal City and First Addition to Terminal City, Klamath Falls. The Chief Counsel stated that the request will not be detrimental in any way to the Highway Department and he recommended that it be granted. The Commission approved the request and authorized the Secretary to sign a "Consent to Vacate" form.

The Commission confirmed prior telephonic approval given by Chairman Jackson granting permission to the Portland Area Council, Boy Scouts of America to use 3,870 square feet of land near vacated S. W. Grant Street in Portland for vehicle parking and landscape purposes. In connection with this action the Commission accepted a "Bargain and Sale Deed" to 675 square feet of land and authorized the Secretary to sign a "Permit Agreement" covering use of the land.

The Commission also considered a request from the United States Bureau of Land Management for a "Permit of Entry" onto right of way on the Fremont Highway 2.50 miles northwest of Paisley. The purpose of this permit, the Chief Counsel said, is to prospect for and remove gas, oil or minerals. The Commission approved the "Entry" and authorized the Secretary to sign a "Permit" form in their behalf.

Because of errors in the original documents, the Chief Counsel presented a "Correction Easement Indenture" between Southern Pacific Company and the State Highway Commission covering a railroad overcrossing by the Salem-Willamina Highway just west of Salem. Errors in the description, he said, have been noted by the Railroad Company and the "Correction Easement" takes care of them. The Commission approved the "Easement Indenture".

A proposed increase in Landlord's Liability Insurance held by the State covering right of way property was discussed. Commissioner Simpson commented that the present limit of \$300,000 does not seem adequate in comparison with the size and number of buildings involved in the Stadium Freeway project in Portland. The Chief Counsel said that the insurance could be raised to \$5,000,000 for a cost of approximately \$3,300 per year and \$10,000,000 for a cost of approximately \$4,500 per year. After some further discussion the Commission instructed that the insurance be raised to \$5,000,000 on a temporary basis until the Stadium Freeway project has progressed to the stage where the amount can be reduced.

The Chief Counsel brought up the matter of finding places to live for approximately 140 tenants in the Carlton Hotel, located on the Fremont Interchange-Marquam Bridge Section of the Stadium Freeway in Portland. He explained that many of these people are aged and a number are on welfare. The Legal and Right of Way Department, he said, has spent a great deal of time trying to find satisfactory housing and has checked a number of buildings, including the Danmoore Hotel and the Nortonia Hotel. However, these were unacceptable because of fire hazards and other reasons. It will be necessary in the near future to move these people and he suggested that he be allowed to hire someone who has knowledge of welfare operations and is able to deal with people of this type. Commissioner Fridley inquired if the matter could be handled through the Welfare Commission. The Chief Counsel replied that they had been contacted on several occasions but had not indicated any willingness to assume the responsibility. The Right of Way Engineer also commented that others in Portland had been working on the problem but no solution has been devised. Funds are available to cover moving costs but the problem is to find satisfactory housing. Chairman Jackson inquired if there is any particular person that could be recommended to handle this matter. The Chief Counsel replied he had hopes that the Welfare Commission could release temporarily or recommend someone who has had experience in dealing with elderly people. The Chairman pointed out that as the problem had not been solved after much effort by Highway personnel, it did not appear probable it could be easily handled by hiring someone unless that person has special qualifications for this type of work. He emphasized that if the situation is handled badly there could be considerable adverse publicity and criticism. The Commission approved employment of a capable person to handle this assignment under terms and conditions to be outlined by the Chief Counsel, and instructed that every possible precaution be taken to see that the assignment is well handled.

The Chief Counsel stated that the U. S. Bureau of Land Management had requested the return of a small triangle of land containing approximately 0.28 acres in the town of Warren on the Columbia River Highway

in Columbia County. This parcel, he said, has been determined as not needed for highway purposes and he recommended that it be returned to the Bureau. The Commission accepted his recommendation and authorized the Secretary to sign a transfer form in their behalf.

A Supplemental Agreement with Astoria Navigation Company pertaining to the control of radio and radar equipment on the ferry vessels at Astoria was brought up by the Chief Counsel. This agreement, he stated, is a supplement to Contract No. 6111, awarded to Astoria Navigation Company for providing ferry service across the Columbia River between Astoria, Oregon and Megler, Washington, and is made necessary by requirements of the Federal Communications Commission. Following his favorable recommendation, the Commission approved the Supplemental Agreement and authorized the Secretary to sign it in their behalf.

The Chief Counsel presented an agreement with the City of Cascade Locks outlining the means by which the City is to satisfy a judgment that the State received against them by the Circuit Court of Hood River County. He explained that a judgment against the City in the amount of \$27,500 had been rendered by the Court on April 10, 1964, for relocation of the City's power poles and lines in connection with reconstruction of the Columbia River Highway. Under the terms of the agreement, the City is to pay the State immediately the sum of \$7,500 and make annual payments of \$5,000 over a period of four years. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer stated that several requests have been received to acquire a 40-acre tract of land adjoining Ecola State Park in Clatsop County. The tract, owned by the Angora Club of Portland, contains a good stand of virgin timber and the Club wishes to sell the property. This property, he added, would be a desirable addition to Ecola State Park and he requested authority to negotiate for the purchase of the property. The Commission granted the authority.

A grant of \$460,000 from Federal Lands Highway Funds was reported by the Engineer for improvement of Route 78 in Malheur and Harney Counties. This allocation, he stated, is by far the largest amount that has been received by Oregon from this fund and comes out of a total allocation of \$9,000,000. Every effort will be made to keep the Federal allocation at or above the \$9,000,000 level as the Administration budget is considering an allocation of \$3,000,000. In presenting this matter to the Oregon Congressional delegation, the Chairman requested that the Engineer include with his letter information pertaining to allocation of these funds to states which are not entitled to it.

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

- (1) Gooseneck Creek Bridge on Harmony County Road in Polk County. Bids received March 10, 1964. Contract No. 6394 awarded March 17, 1964, to E. F. Philpott, Tigard, low bidder.
- (2) Cash Creek and Shotgun Creek Bridges on Mohawk County Road in Lane County. Bids received March 10, 1964. Contract No. 6395 awarded March 18, 1964, to T & M Construction Company, Salem, low bidder.
- (3) Two structures and signing on Airport Road-Irrigon Junction Section of Columbia River Highway in Morrow County. Bids received March 10, 1964. Contract No. 6396 awarded March 20, 1964, to Rogers Construction Company, Portland, low bidder.
- (4) Grading and stone base on N. E. 134th Avenue-N. E. 148th Avenue Section of FAS Rte. 730 (N. E. Halsey Street) in Multnomah County. Bids received March 10, 1964. Contract No. 6397 awarded March 23, 1964, to Warren Northwest, Inc., Portland, low bidder.
- (5) Paving on N. E. 134th Avenue-N. E. 148th Avenue Section of FAS Rte. 730 (N. E. Halsey Street) in Multnomah County. Bids received March 10, 1964. Contract No. 6398 awarded March 23, 1964, to Warren Northwest, Inc., low bidder.
- (6) N. E. Lombard Street Undercrossing and N. E. 223rd Avenue Overcrossing on Marine Drive in Multnomah County. Bids received March 10, 1964. Contract No. 6399 awarded March 23, 1964, to Pacific Concrete Co., an Oregon Corporation, Portland, low bidder.
- (7) Curbs and oiling on Central Oregon College Access Road Project in Deschutes County. Bids received March 10, 1964. Contract No. 6400 awarded April 7, 1964, to Babler Bros., Inc., Portland, low bidder.

Consideration was given to a request from the City of Medford for installation of traffic signals at the intersection of Central Avenue and Ninth Street East in that City. Central Avenue is used as the southbound leg of the one-way couplet section of the Rogue Valley Highway in Medford, Jackson County. The Engineer stated that a traffic investigation had been made and it was found that signals are warranted at this intersection. He recommended that signals be installed at an estimated cost of \$6,500, 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 in behalf of the Commission to sign an agreement pertaining thereto.

The Commission also considered installation of fully actuated traffic signals at the intersection of Second and Third Streets with Centennial Boulevard in the City of Springfield, Lane County. Second and Third Streets are used as the route of the Springfield Highway No. 228. The development of the Second-Third Street Couplet, the Engineer said, will require installation of traffic signals which he estimated would cost \$28,700. He recommended that the signals be installed provided the City of Springfield will assume one-half the cost of installation and all costs for maintenance and electrical consumption. The Commission approved the installation, and authorized the Secretary in behalf of the Commission to sign an agreement pertaining thereto.

Traffic conditions on State Street in the City of Salem, the Engineer said, have increased to a point that a heavily used school crosswalk has become unsafe. State Street is used as a part of the Silver Creek Falls Secondary Highway in Marion County. An engineering investigation reveals that signals are warranted at the intersection of State and 23rd Streets. He recommended that an installation be made at an estimated cost of \$6,500, with the understanding that the City of Salem is to pay one-half the cost of installation and all of the costs for maintenance and power consumption. The Commission approved the installation, and authorized the Secretary in behalf of the Commission to sign an agreement pertaining thereto.

The Engineer presented for the Commission's consideration six highway projects as a part of Highway Construction Program IX. It was his recommendation that these projects be approved so that preliminary work may proceed in an orderly manner. All of the projects, he added, are urgently needed. The Commission approved the following projects:

1.	Gully Connection-Duncan Road, GPS	Mt. Hood Highway	FA	\$1,800,000
2.	Gully Connection GPS	FAS 582	FAS	600,000
3.	Duncan Rd.-Sandy GPS & R/W	Mt. Hood Highway	FA	670,000
4.	Sandy Section GP	Mt. Hood Highway	FA	440,000
5.	N. Unit, Rink Creek-N. Fork Coquille GPS & R/W	Coos Bay-Roseburg Highway	FA	1,280,000
6.	N. Unit, Diamond Jct.-Frenchglen GO	Frenchglen Highway	FAS	300,000
Total				\$5,090,000

Confirmation of verbal approval given by Chairman Jackson and Commissioner Simpson for five projects on the 1964 State Construction Program was requested by the Engineer. The Commission confirmed prior approval of the following projects as a part of the State Construction Program:

1. Winchuck River Section G P S	Oregon Coast Highway	\$ 500,000
2. Cornell Road Interchange G P S	Sunset Highway	250,000
3. Forest Grove-Gaston Sec. R/W	Tualatin Valley Highway	100,000
4. Toledo Bypass Section R/W	Corvallis-Newport Highway	250,000
5. Prairie Road-Belt Line Road Section, G P	Pacific Highway West	180,000
Total		\$1,280,000

Attention was given to sale of 25 acres of land, located near Pilot Butte on the Central Oregon Highway, to the Bend School District. The Engineer stated that a valuation of \$56,250 has been placed on the 25-acre parcel. In payment the School District proposes to exchange ten acres of land valued at \$2,000 per acre, leaving a net amount of \$36,250. It was proposed to the School District that the District pay one-half of this amount, or \$18,125. The School District made a counteroffer of \$15,000. The Commission confirmed prior approval given by Chairman Jackson and Commissioner Simpson regarding the sale and exchange of the property, with the School District to pay to the State the sum of \$15,000, and thereupon adopted "Real Property Resolution No. 408", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Rogers Construction Company, holder of Contract No. 6388 on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, requested advance of the completion date for grading at the sites of two interchanges from May 1, 1964, to July 1, 1965. The entire contract is to be completed by July 1, 1965. The Engineer explained that subsequent to the award of Contract No. 6388, Rogers Construction Company was awarded a contract to construct the interchange structures. The contractor's request to construct the project as a unit, based on the July 1, 1965 completion date, will cause no delay in use of the completed highway from Airport Road to Irrigon Junction, and the Engineer recommended that the request for extension of the completion date to July 1, 1965 be approved. The Commission accepted his recommendation.

The Engineer reported that Contract Nos. 6033, 6040, 6190, 6200, 6218, 6240, 6316, 6344, 6346, 6362, 6371, 6376, and 6387 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

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since the last Commission meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 131", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An increase in project authorization on Contract No. 5999, for grading and paving on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, from \$2,698,777.61 to \$4,038,400 was requested by the Engineer. The large overrun on this project, he said, was caused almost entirely by a slide area in a large cut west of Clatskanie and construction of a detour over the hill and westerly from the project. The Engineer also commented that if the job were to be started again with the knowledge now at hand, it would still be necessary to remove the cut in the same manner as was done under the contract. The Commission approved the increase in authorization.

Tabulations were presented by the Engineer showing highway projects in Crook, Lake, Tillamook, Union, Wasco and Washington Counties to be financed with Federal-aid Secondary Funds. These projects, the Engineer said, have been investigated and are eligible for construction. He also presented a request for transfer of FAS Funds from Clackamas to Benton and Lincoln Counties, which has been approved by the Clackamas County Board of Commissioners. Following his favorable recommendation, the Commission approved Federal-aid Secondary Projects and transfer of funds as follows, and authorized the Secretary to sign construction agreements pertaining thereto:

County	FAS Hwy. No.	Section & Description	Programmed Amount	FAS Funds
Crook	401	McKay School-Grimes Road. Grade, structure, & oil.	\$ 246,000	1965
Lake	807	North Unit, Plush-Warner Junction. Oiling.	40,000	1965
Tillamook	617	Summit Section. Grading.	54,000	1965
Union	919	Summerville-Rheinhardt. Oiling.	30,000	1965
Wasco	365	Badger Creek Section. Grade and culvert.	127,000	1965
Washington	830	Scholls Road-Farmington Road. Grading and paving	210,000	1965
SUBTOTAL.....			\$ 707,000	
Transfer of FAS Funds*				
Clackamas County to Benton County			\$ 57,000	1965
Clackamas County to Lincoln County			88,000	1965
			\$ 145,000	
TOTAL.....			\$ 852,000	

(Tabulation cont. on following page)

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<u>SUMMARY BY FISCAL YEARS</u>	<u>1964</u>	<u>1965</u>	<u>Total</u>
Allocated Funds	\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects (Corrected to date)	3,746,000	891,000	4,637,000
Unprogrammed Balance	\$ --	\$2,903,000	\$2,903,000
Projects Proposed 4/23/64	--	852,000	852,000
Unprogrammed Balance	\$ --	\$2,051,000	\$2,051,000

*These funds to be used on previously approved projects.

The Commission reaffirmed its action taken April 2, 1964, at a special Highway Commission Meeting held by conference telephone, cancelling Contract No. 6124 with the DeLong Corporation for construction of the sub-structure for steel spans for the Columbia River Bridge between Astoria, Oregon, and Pt. Ellice, Washington, on the Oregon Coast Highway.

The Engineer presented resolutions establishing, revising or rescinding speed zones on sections of State highways. These resolutions, he said, are the results of continuing investigations to bring speed zones in line with present traffic conditions. Based upon his favorable recommendation, the Commission adopted "Speed Zone Resolution Nos. 447 through 451", which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

- (1) "Speed Zone Resolution No. 447" rescinds "Speed Zone Resolution No. 265", dated December 5, 1957, on the Scholls Secondary Highway in Washington County, and re-establishes a 45 MPH speed zone between the Beaverton-Tualatin Highway and S. W. Heather Lane, except for school crossings; and re-establishes a 40 MPH speed zone between S. W. Heather Lane and the Beaverton-Hillsdale Highway, except for school crossings.
- (2) "Speed Zone Resolution No. 448" establishes a 40 MPH speed zone on the Fremont Highway in Lake County from the south city limits of Lakeview to a point 400 feet south of Arizona Street.
- (3) "Speed Zone Resolution No. 449" rescinds "Speed Zone Resolution No. 16", dated October 21, 1947, on the Mt. Hood Highway through the community of Orient in Multnomah County, and re-establishes a speed zone of 35 MPH from a point 425 feet west of Short Road to a point 0.12 mile east of Bluff Road, except for school crossings.

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- (4) "Speed Zone Resolution No. 450" rescinds "Speed Zone Resolution No. 147", dated April 1, 1954, on the Oregon Coast Highway in the community of Winchester Bay in Douglas County, and re-establishes a 45 MPH speed zone from a point 100 feet easterly from Eighth Street to a point 200 feet westerly from Broadway Street.
- (5) "Speed Zone Resolution No. 451" rescinds "Speed Zone Resolution No. 19", dated February 3, 1948, and "Speed Zone Resolution No. 91", dated August 18, 1952, on the Oregon Coast Highway in Lincoln County, and re-establishes speed zones as follows:

35 MPH from a point 300 feet north of Roads End Road to the southerly north city limits of Oceanlake.

35 MPH from a point 50 feet south of Jefferson Street in the community of Nelscott to the north city limits of Taft.

45 MPH from the south city limits of Taft to a point 0.11 mile south of Fifth Avenue.

Attention was given to a supplemental agreement with the City of Portland covering the maintenance of two structures on S. W. Corbett Avenue and S. W. Brier Place on the Harbor Drive-Washington County Line Section of the Pacific Highway (I-5) in Multnomah County. The agreement requires the State to assume the maintenance of these structures. The Engineer explained that in previous agreements with the City the maintenance of these structures had been inadvertently omitted, and he recommended that the agreement be approved. The Commission approved the supplemental agreement and authorized the Secretary to sign it in their behalf.

An agreement with Spokane, Portland and Seattle Railway Company allowing the State to place a storm sewer under the Railway Company's tracks in Astoria, was presented by the Engineer. Placing of a storm sewer, he said, is a part of the construction of the Oregon Approach to the Interstate Bridge on the Oregon Coast Highway at Astoria, Clatsop County, for which bids will be called in the future. Based upon his favorable recommendation, the Commission approved a permit form and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with Josephine County for tree planting along the Sixth and Seventh Street couplet portion of the Redwood Highway from the North Grants Pass Interchange to Savage Street, and along the East Grants Pass spur. The Engineer stated that the agreement provides that the County acquire and plant trees at specified locations and that the County will be responsible for maintenance of the trees for a period of five years, unless the State terminates the obligation earlier. The Commission accepted his recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

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The next regular Commission Meeting date was set for Thursday, May 28, 1964, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for July 14, 1964.

The Commission approved the minutes of the regular meeting held March 12, 1964, and a special telephonic conference meeting held April 2, 1964.

The Commission considered a supplemental agreement with the Idaho Power Company, Baker County in Oregon, Adams County in Idaho, and the State of Idaho concerning changes in road surface specifications on the Baker-Homestead Highway in connection with the Oxbow and Hells Canyon Dams in Baker County. The Engineer stated that the original agreement provided for an O-11 type of oil mat surfacing. The Idaho Power Company has requested a change in the surface specifications to provide an asphaltic concrete surface with a minimum thickness of two inches, and the supplemental agreement so provides. Following his favorable recommendation, the Commission approved the supplemental agreement.

A three-way construction agreement with Hood River County, Middle Fork Irrigation District and the State was considered by the Commission. The agreement, the Engineer said, provides for reconstruction of the Irrigation District's facilities because of highway construction on Parkdale Ranger Station-Tucker Bridge Section of Federal-aid Secondary Highways 341 and 343, east and south from Parkdale. The Irrigation District is to provide the material and perform the work and the State and County are to reimburse the District for the cost of relocation, reconstruction or extension of the irrigation system. He estimated the total cost of the project at \$7,677, of which the State and County will pay approximately \$1,535 each, the balance to come from FAS funds. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

An agreement with Douglas County covering the use of State highway property for public park and boat-ramp facilities near Winchester Bridge over the North Umpqua River on the Pacific Highway in Douglas County was presented by the Engineer. He commented that the agreement supersedes a previous agreement and is subject to termination on mutual consent of the parties involved. Under terms of the agreement, the County is to install and pay for all utility services. The only change from the previous agreement prohibits storage of gasoline to protect State bridges. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer reported that engineering surveys for reconstruction of two sections of state highways have been completed. These surveys, he said, have been given very careful engineering consideration in order to provide the most adequate facility commensurate with the cost involved. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 281 and 282" which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County. (See "Survey Resolution No. 281")
- (2) Duncan Road-Sandy Section of the Mt. Hood Highway in Clackamas County. (See "Survey Resolution No. 282")

In discussing the survey for the Pendleton Section, Commission Fridley suggested and the Commission ordered that a right-of-way project be set up for the Oregon-Washington Highway connection in Pendleton so that right of way can be acquired as soon as funds are available.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear later in the day. No action was taken, however, pending appearance of the delegations.

The Engineer presented a "Tabulation of Bids" received April 21, 1964, for highway construction and other 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 10:25 a.m., the Commission awarded contracts as follows, and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON APRIL 21, 1964

"Liability Insurance for the "Steel Bridge" in Portland, Multnomah County. The Commission elected to accept the low bid of Dooly and Company, Portland, in the sum of \$849 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the Director of State Department of Finance and Administration is received.

"Baker Rock Production Project on four state highways, northeast of Baker in Baker County. State Project. Only one bid was received which was rejected as being too high.

"Grading on Alsea Mountain Section of Alsea Highway, west of Corvallis in Benton County. FAP No. S-229(7). Fourteen bids were received. The Commission awarded the contract to the low bidder, Erickson Paving Co., Bellevue, Wn., at \$746,929.40.

"Paving on Pittsburg-Mile Br., So. Unit, & Vernonia-Beaver Cr. Sections of Nehalem Highway, near Vernonia in Columbia County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Stevenson Rock Products Co., Salem, at \$108,485.00.

"Paving on Powers Jct.-Bridge Section of Coos Bay-Roseburg Highway, southeast of Myrtle Point in Coos County. FAP No. F-29(17). Five bids were received. The Commission awarded the contract to the low bidder, Rogue River Paving Co., Inc., Medford, at \$335,414.00.

"Paving on McTimmons-Langlois Section of Oregon Coast Highway, south of Bandon in Coos & Curry Counties. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Saxton-Stevenson, Inc., Salem, at \$210,918.00.

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"Clean and paint on Chetco River Bridge near Brookings, and South Slough Drawspan near Charleston in Coos & Curry Counties. State Project. This project was withdrawn from the letting.

"Grading, stone base and paving on Horse Ridge Summit Section of Central Oregon Highway, east of Bend in Deschutes County. FAP No. F-117(16). Six bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$353,294.25.

"Clean and paint on South Umpqua (S. Dillard) Bridge, near Roseburg in Douglas County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, C. H. Savage Co., Portland, at \$20,580.00.

"Grading, oiling and structure on Parkdale Ranger Station-Tucker Bridge Section, FAS 341 & 343 in Hood River County. FAP Nos. S-516(1) and S-517(1). Near Parkdale. Six bids were received. The Commission elected to accept the low bid of Vernie Jarl, Gresham, in the sum of \$220,719.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Hood River County is received and the sum of \$50,000.00 is deposited by the County.

"Paving on McNeil Creek-Cobleigh Road Section of FAS 287, north of Medford in Jackson County. FAP No. S-41(4). Two bids were received. The Commission elected to accept the low bid of Rogue River Paving Co., Inc., Medford, in the sum of \$88,455.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Jackson County is received and the sum of \$20,000.00 is deposited by the County.

"Paving on Suttle Lake-Deschutes County Line Section of Santiam Highway, northwest of Bend in Jefferson County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, Bend Aggregate & Paving Co., Bend, at \$62,169.50.

"Paving on Willowdale-Lyle Gap Section of The Dalles-California Highway, north of Madras in Jefferson County. State Project. This project was withdrawn from the letting.

"Manzanita Safety Rest Area on Pacific Highway, northerly of Grants Pass in Josephine County. Federal-aid Interstate Highway Project No. 1-5-2(24)64. Two bids were received. The Commission elected to accept the low bid of James K. Cooke, Grants Pass, in the sum of \$87,702.80 and the State Highway Engineer was directed to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Four bridges over Fish Hole and Paradise Creeks on Bly-Forest Boundary Section of Klamath Falls-Lakeview Highway, east of Klamath Falls in Klamath County. State Project. Six bids were received. The Commission awarded the contract to the second low bidder Stach Construction Co., Inc., Grants Pass, at \$71,380.00. Low bid by Merlin R. Stam, Eugene, not considered because of irregularity in the bid.

"Traffic signal installation at intersection of 6th Ave. and Pearl Street in Eugene in Lane County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Steeck Electric Co., Medford, at \$4,330.00.

"Clean and paint on Albany Bridge and Harrisburg Bridge over Willamette River in Linn County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, C. H. Savage Co., Portland, at \$68,521.00.

"Shoulder widening and paving on Chimney Creek-Juntura Section of Central Oregon Highway at Juntura in Malheur County. State Project. One bid was received. The Commission awarded the contract to the only bidder, C. E. Leseberg, Nyssa, at \$183,976.00.

"Shoulder widening and paving on Owyhee River-Burns Jct. Section of I.O.N. Highway, west of Jordan Valley in Malheur County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, L. W. Vail Co., Inc., Pasco, Wn., at \$309,795.00.

"Shoulder widening and paving on Jackson Creek-McDermitt Section of I.O.N. Highway at McDermitt, south of Jordan Valley in Malheur County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, L. W. Vail Co., Inc., Pasco, Wn., at \$167,101.00.

"Paving on Silverton Section of Hillsboro-Silverton and Silver Creek Falls Highways in Silverton in Marion County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Salem Road & Driveway Co., Salem, at \$19,470.00.

"Structures, grading and paving on Hinton Creek and Willow Creek Bridges Section of Heppner Highway in Heppner in Morrow County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Schrader Construction Co., Inc., Portland, at \$100,910.00.

"Paving on Grand Ave.-52nd Ave. Section of Sandy Blvd. Highway in Portland in Multnomah County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, a Division of Warren Brothers Co., Portland, at \$45,714.00.

"Paving on Salt Creek-Dolph Corner Section of Willamina-Salem Highway, north of Dallas in Polk County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Salem Road & Driveway Co., Salem, at \$57,414.00.

"Paving on Bakeoven Road-Rooper Road Section of Sherman Highway, southwest of Shaniko in Wasco County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Percy E. Jellum Contractor, Inc., Pendleton, at \$73,380.00.

"Structure, grading and paving on Stanfield (Sherman St. Bridge) Section in City of Stanfield in Umatilla County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Hamilton & Thoms, Inc., Eugene, at \$13,804.00.

"Bridge over Elk Creek on Cannon Beach Frontage Road in Cannon Beach in Clatsop County. State Project. Eleven bids were received. The Commission awarded the contract to the low bidder, R. C. Larson, Astoria, at \$69,325.00.

In discussing the bids received April 21, Commissioner Simpson inquired as to why Merlin R. Stam who submitted the low bid for four bridges over Fish Hole and Paradise Creeks on Bly-Forest Boundary Section of the Klamath Falls-Lakeview Highway east of Klamath Falls, had not received the notice of change concerning bid items on this project. The Engineer said that the notice had been sent to Mr. Stam in the same manner as it had been sent to all other contractors who had plans for this job, and there is evidence that the notice had been delivered. However, his bid as submitted was on the basis of bid items before the changes had been ordered.

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

"Indenture of Access" to the Lawrence E. and Leda C. Cage property on the Hegan Creek-Selma Section of the Redwood Highway in Josephine County.

"Indenture of Access" to the Powell and Esther E. Lancaster property on the Bridge-Tanner Creek Section of Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to the James E. and Jane Tolman, William G. and Paulina Ross, John and Vea Loy Ross, Donald R. and Carrie Ross and Lora Roena Franklin Ball property on the Harper Junction-Burrell Ranch Section of Central Oregon Highway in Malheur County.

"Indenture of Access" to the Union Oil Co. for a parcel of land on the Salem-Hayesville School Section of the Pacific Highway East in Marion County.

"Bargain & Sale Deed" to Delmar Colgrove, Jr. and Laura Colgrove for a parcel of land on the Hooskanaden Creek-Whalehead Creek Unit of the Myers Creek-Brookings Section of Oregon Coast Highway in Curry County.

"Grant of Access" to Edward and Anna Roth property on the Santiam Junction-Lebanon Road Section of Pacific Highway in Linn County.

"Bargain & Sale Deed and Resolution" to School District No. 1, Deschutes County on the Pilot Butte Section of the Central Oregon Highway.

"Grant of Access" to Ed and Anna Roth to property on the Santiam Junction-Lebanon Road Section of Pacific Highway in Linn County.

"Partial Release of Slope Easement" from John W. and Marie C. Alvin covering a parcel of property on Pine Street-Market Drive (Lebanon) Section, Santiam Highway, Linn County.

"Correction Easement" with the Southern Pacific Company covering overcrossing on West Salem Section, Salem-Willamina Highway, Polk County.

"Supplemental Agreement" with Baker County, Idaho Power Company, Adams County in Idaho and State of Idaho concerning Oxbow and Hells Canyon Dams on Baker-Homestead Highway. Supplement changes road surface specifications.

"Quitclaim Deed" to the Miller Ranch Company to a parcel of land on the Eightmile Creek-Dufur Section of The Dalles-California Highway in Wasco County.

"Quitclaim Deed" to the Great Northern Railway Company for a parcel of 24 square feet of land on the Klamath Falls-West Side Bypass, The Dalles-California Highway, Klamath County. This deed will be exchanged for a quitclaim deed from the Railroad of their interest in highway right of way through Block 3.

"Supplemental Agreement" with City of Portland providing for maintenance by State of the grade separation structures carrying S. W. Corbett Ave. and S. W. Brier Place over the throughway within the City of Portland, Harbor Drive-Washington Co. Line Section, Pacific Highway.

"Storm Sewer Permit" with Spokane, Portland and Seattle Railway Company which covers permission to place a storm sewer under the Railway Company's tracks in connection with construction of Astoria Approach to the Interstate Bridge on the Oregon Coast Highway in Clatsop County.

"Agreement" with Josephine County covering planting of trees along the Grants Pass-East Grants Pass Interchange Section and the North Grants Pass Interchange-Savage Street Section of Redwood Highway.

"Agreement" with Hood River County and Middle Fork Irrigation District covering reconstruction of irrigation facilities owned by District which was disturbed by construction on the Parkdale Ranger Station-Tucker Bridge Section of FAS 341 and 343.

"Agreement" with Douglas County covering the use of State property for public park and boat-ramp facilities near Winchester Bridge over the North Umpqua River on Pacific Highway.

"Request of U. S. Forest Service for Consent to the Vacation of Cherry, North and Halo Streets, alleys in Block 27, 36 and 37; and Railroad Avenue lying west of The Dalles-California Highway in the Sub-division of Terminal City and First Addition to Terminal City, Klamath Falls.

The meeting was recessed at 10:45 a.m., and reconvened at 11:00 a.m., with the same persons present and participating.

A delegation from the City of Cascade Locks came before the Commission concerning improved access to the City of Cascade Locks with the Columbia River Highway. The following persons were present: Herbert Wenzel, City Administrator; Mr. and Mrs. Wells, Ranchers; Ben Scott, President of Port Commission; Tom Miles, Mayor; and Norman Haner, Engineer of Port Commission, all from Cascade Locks. Mr. Herbert Wenzel who acted as spokesman stated that the one off-ramp at the Bridge of the Gods and the signing calling attention to Cascade Locks is inadequate. He presented a petition signed by 56 travelers complaining that they had missed the exit to Cascade Locks causing them lost time and extra mileage. He also pointed out that bypassing of Cascade Locks had hurt business in the City which loss is further aggravated by inadequate access and signing. Mr. Norman Haner presented a map which emphasized the need for better signing and for additional off-ramps. Mr. Tom Miles stated that the City is doing everything it can with resources available to improve the city and make it more attractive. These projects include an urban renewal program and plans for construction of a boat basin. Bypassing of the City, he estimated, had caused about 35% reduction in business within the City. He urged construction of another off-ramp. Mr. Wenzel stated specifically they are requesting more adequate signing to direct tourists into the City and construction of off-ramps to the middle of the City. Chairman Jackson stated that the matter of signing and construction of off-ramps would be investigated and the City would be advised of the results of these investigations. He pointed out that construction of off-ramps would require approval by the Bureau of Public Roads who contribute about 92% of the cost.

A delegation representing the Highway 20 Association came before the Commission concerning construction of a four-lane highway between Lebanon and Foster; location and construction between Philomath and Corvallis; improvements in Gellatly Canyon; and construction between Depoe Slough and Pioneer Mountain near Toledo. Mr. John Gallagher who acted as spokesman introduced the other members of the delegation and thanked the Commission for work that has been done on Highway 20. The following persons were present: John Gallagher, President of Highway 20; James Carnes, Chairman of Highway Committee, Chamber of Commerce; N. E. Johnson, Manager of Chamber of Commerce; Emile E. Larkin, Benton County Judge; John Porter, City Manager; and Glenn Holcomb, City Council; all from Corvallis. James Howes, Secretary of Association; H. W. Curry, Member; F. M. Woodson, Member; Dan Poling, Member; Herbert DeSelms, Director of Highway 20 Association; all from Newport; and H. Morse Sherwood, Director and Member, of Toledo. Mr. Gallagher presented copies of a map to the Commission on which was outlined in red the location of the proposed projects. He also commented on the considerable increase in traffic on these sections during the last two years. People in Philomath, he said, are anxious to know where the location of the new highway will be so they can make plans accordingly. Mr. John Porter mentioned the First Street Project in Corvallis, which he recalled had been under discussion for about eight years, and read a statement addressed to the Highway Interim Committee regarding the high priority placed on this project by the City of Corvallis. He also recalled that several years ago right of way costing about \$500,000 had been acquired for the First Street Project, half by the City and half by the State. He urged early completion to relieve traffic congestion. Improvement to the Corvallis-Lebanon Highway (Route 34) is also needed and, he said, he had heard that an engineering study on a portion of this highway had been delayed. Mr. Dan Poling commented

on the need for improvement to the Corvallis-Newport Highway. He also mentioned that people in Newport are in need of highway improvement to go with bay developments, and a bypass of Toledo is badly needed. Chairman Jackson reviewed improvements which have been made or programed in this area during the last four years totaling \$5,571,000. He mentioned work under consideration between Foster and Sweet Home and east of Lebanon, the awarding of a contract west of Bend on Horse Ridge and the contract awarded today on Alsea Mountain. The Commission, he said, is very much aware of the need for east-west highway access from the coast to the Pacific Interstate Highway but the Commission lacks funds. The Commission, he added, does not need to be sold on these projects - it just needs more money. He asked the Engineer to comment on the First Street Project in Corvallis. The Engineer recalled that about two or three years ago it had been generally agreed that construction of a second bridge across the Willamette River at Corvallis and improvement of the highway easterly of the bridge should be the number one project. Construction of the bridge and improvement of a section of the highway east of it is now under way. The Chairman thanked the delegation for their presentation.

A delegation representing the Fossil Community Club came before the Commission concerning improvements on Highway 218 between Antelope and Fossil and on the Service Creek-Mitchell Highway. The following persons were present: Clarence Asher, Community Club; Herb Wright, Commercial Club; both from Fossil; Bob Cannon and Jim Huddleston, members of Community Club, of Mitchell; and Ivan Chappell, Manager of Chamber of Commerce, Prineville. Mr. Clarence Asher introduced the delegation and inquired as to plans for highway improvement between Fossil and Clarno and between Mitchell and Service Creek. The Engineer mentioned work done in the last few years, including the John Day grade section and near Mitchell and plans for work near Tony Butte and Girds Creek. He pointed out that substantial improvements have been made in the last few years on the road between Shaniko and Fossil and additional work is now underway. Mr. Chappell from Prineville commented that improvement of the highway between Service Creek and Mitchell would tend to increase the log haul into Prineville which would be helpful to Prineville residents. He commended the Commission for the excellent work done on the Prineville Reservoir State Park and for other improvements in the area. Chairman Jackson thanked the group for their words of appreciation and stated that the Commission would give careful consideration to their request.

Mr. Ben F. Walling, Chairman of the Anti-Freeway Group of Oswego, Mrs. Ben F. Walling, and Mr. George Ormsby, Insurance Counselor of Portland, came before the Commission to protest routing of Interstate 205 through the City of Oswego. Chairman Jackson to begin with stated that the Commission had previously made a clear statement that it would not route the freeway through Oswego unless the route is approved by the city officials. There has been no change in the Commission's attitude and he repeated that no action to place the route through Oswego will be taken by the Highway Commission unless the Oswego City Council gives its approval. He stated that during the past few weeks many letters have been received from people protesting the route through Oswego. It was his opinion that the Commission's restatement of their policy would help to clarify the matter. Mr. Walling stated that he was very glad to hear the words spoken by the Chairman. He

read a statement emphasizing the opposition to a freeway through Oswego and protesting the absence of an Oswego delegate on the Technical Advisory Committee which is studying highway routes in the Portland Metropolitan area. Mr. Ormsby stated that considerable confusion has been evident because of conflicting statements concerning the interstate route. He questioned the need for an east-west interstate route in Lake Oswego. He also commented that there appears to be confusion in the State of Washington concerning the location of another bridge over the Columbia River. The people of Oswego, he continued, would like to have a representative on the Technical Committee which is studying the interstate route. He questioned the validity of studies based only on traffic counts and stated that more emphasis should be placed on the effect of the highway route on Oswego. It was his feeling that the decision as to the route would be largely determined by the Technical Advisory Committee's recommendations and he appeared dubious as to any good effect that a public hearing would have. Concerning the adequacy of the existing freeway route, the Chairman mentioned that this morning in driving to Salem they had run into a traffic jam near the Ross Island Bridge. It is the Commission's responsibility, he said, to find some solution to this problem and to utilize Interstate funds. Several surveys have been made but in freeway construction it is necessary to close some streets and roads, and to do this, agreements with cities and counties are required. If the City officials of Oswego do not wish to enter into such an agreement, the Commission does not intend to force the issue. Mr. Ormsby inquired if the statement made by Chairman Jackson could be considered as a public statement. The Chairman replied that it is a public statement and members of the press are present.

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

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

K. N. Fridley
Commissioner

Floyd Query
Secretary

David B. Simpson
Commissioner

April 23, 1964

Salem, Oregon
May 28, 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
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
David H. Moehring, Assistant Right of Way Engineer
C. H. Maison, Controller
Floyd Query, Secretary

Mr. Walter T. Wright, Right of Way Engineer, was excused.

Also present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; Harold Schick, State Parks Superintendent; L. H. Young, Office Engineer; C. W. Head, Assistant Secretary; Dennis Clarke, Director of Travel Information Division; and Carl Plog, Information Officer.

The Assistant Right of Way Engineer presented for consideration options, pages 1 through 33, secured for acquisition of real property needed for state highway use or for other purposes. 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 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. 14" which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

The Property Manager's report covering sales of miscellaneous properties and rental receipts since the last Commission meeting were presented by the Assistant Right of Way Engineer. Miscellaneous sales in this period amounted to \$12,040; land sales \$27,645; timber sales \$95.26; and rental receipts for the month of April were \$25,804.50. The Commission accepted the report.

Authority to offer parcels of property at public sale was requested by the Assistant Right of Way Engineer. These parcels, he said, are no longer needed for highway purposes and have been cleared through engineering channels. Minimum values are based upon careful appraisals or on an offer in excess of

May 28, 1964

appraised value. Access and other conditions are consistent with conditions existing in the vicinity of each property. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution Nos. 410 and 411" which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 1,395 square feet of land, File No. 27082, on the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, for not less than \$700. This property is located at Engineer's Station 87 in Caruther's Addition to Portland. The sale is to be made without access to the Pacific Highway and subject to the standard sign restriction clause. The sale has been approved by the Bureau of Public Roads.
- (2) 0.42 acre, File Nos. 21419 and 21420, on the Goshen-Divide Section of the Pacific Highway in Lane County, for not less than \$1,750. The property is located between Engineer's Stations 753+10 and 757+00 to the rear of 1843 East Main Street in Cottage Grove. The sale is to be made without access to the Pacific Highway and subject to the standard sign restriction clause. The Bureau of Public Roads has approved the sale. (See "Real Property Resolution No. 410")
- (3) 0.18 acre, File No. 21425, on the Goshen-Divide Section of the Pacific Highway in Lane County, for not less than \$7,930. The property is located between Highway Engineer's Stations 764+20 and 765+95 south of Madison Street in Cottage Grove. The sale is to be without access to the Pacific Highway, subject to the standard sign restriction clause and has been approved by the Bureau of Public Roads. (See "Real Property Resolution No. 411")
- (4) 4.29 acres, File No. 27143, on the Grants Pass-Rock Point Section of the Pacific Highway in Josephine County, for not less than \$500. The property is located in the Tokay Heights Section of Grants Pass on the northeasterly side of the highway. The sale is to be without access to the Pacific Highway and subject to the standard sign restriction clause. No Federal funds were involved in the acquisition of this property.

Direct sales of two parcels of property no longer needed for highway purposes were recommended by the Assistant Right of Way Engineer. Value of the properties has been determined by careful appraisal. Because of the location of these properties, he said, they are saleable only to one person. The Commission approved the following direct sales:

- (1) 2.08 acres, File Nos. Q-78 and Q-170, on the Philomath Section of the Corvallis-Newport Highway in Benton County, to Earl E. Hines, et ux., for the sum of \$750. The property is located at Engineer's Station 211 approximately 1 3/4 miles west of Philomath. The property was offered to Benton County but was rejected. No Federal funds were used in acquisition of the property.
- (2) 4.71 acres, File No. 36911, on the Klamath Falls-Klamath Straits Section of The Dalles-California Highway in Klamath County, to Richard Baldwin for the sum of \$500. The property is located between Engineer's Stations 128+00 and 143+86.6 about four miles south of Klamath Falls. The sale is to be made without access to The Dalles-California Highway and was approved by the Bureau of Public Roads in their letter of April 30, 1964.

Several "Indentures of Access" were presented by the Assistant Right of Way Engineer and approved by the Commission. These changes in access location, he said, are largely routine and have been approved by the Construction Engineer and the Assistant State Highway Engineer. In instances in which Federal funds were involved in either right of way or construction, the approval of the Bureau of Public Roads has been secured:

- (1) Friesen Property, File No. 33576, on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County, for a change in location of one point of access, 35 feet in width, and unrestricted as to use to conform the record to actual construction.
- (2) Lester Property, File No. 33578, on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County, for a change in location of one point of access, 35 feet in width, and unrestricted as to use to conform the record to actual construction.
- (3) Blomquist Property, File No. 32546, on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, for a change in location of one point of access, 35 feet in width, and unrestricted as to use. The access was constructed at the changed location during construction of the project.
- (4) Tualatin Development Company, an Ore. Corp. Property, File No. 18640, on the Tigard-Tualatin River Section of the Pacific Highway West in Washington County, cancelling two points of access and granting one point of access, 80 feet in width, and unrestricted as to use. The revised access is to serve a trailer court.

The Assistant Right of Way Engineer recommended and the Commission granted access to the Ernest Coleman Property, File No. 32713, on the West Unit, Westport-Clatskanie Section of the Columbia River Highway in Columbia County, for one point of access, 35 feet in width, and unrestricted as to use. The Assistant Right of Way Engineer explained that a disposal area is needed for the remaining waste material from the cut on this property and Mr. Coleman has agreed to allow the use of a portion of his property for a disposal area if he is granted an access to the disposal area after the work is completed.

Consideration was given to a request from the State Forestry Department for a roadway across a state highway quarry site, from the Umpqua Highway and up Charlotte Creek, on the Hinsdale Slough-Luder Creek Section of the Umpqua Highway in Douglas County. The Forestry Department plans to use this road in connection with timber sales. The request will not be detrimental to the Highway Department and the Assistant Right of Way Engineer recommended that the "Grant of Easement" be given to the State Forestry Department as requested. The Commission approved the easement.

The Chief Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also submitted. He requested the Commission to declare by resolution the necessity of said properties for the special uses to which they are to be put and to authorize the Legal and Right of Way Division to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful, and thereupon adopted "Condemnation Resolution Nos. 1912 thru 1926," 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 May 27, 1964, and "Supplemental Recommendations for Condemnation", dated May 28, 1964, in the Secretary's Office.)

A tabulation entitled "Report of Cases Tried" was presented by the Chief Counsel. He commented orally on some of the cases which have been tried since the last Commission meeting and stated that in the five cases the verdicts had been excellent. The Commission approved the Chief Counsel's report, which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4356 David E. Curtis, et al.	Jackson	Pacific	South Ashland- Wall Creek	\$ 1,400.00 including 700.00 fencing allowance	\$ 3,000.00	\$ 1,500.00

(Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4478 Shriners Hospital for Crippled Children, et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	\$31,000.00	\$47,510.00	\$32,000.00
L-4303 James F. Gauld, et ux.	Washington	Pacific	Haines Road Interchange	3,250.00	5,000.00	3,775.00

SUPPLEMENTAL REPORT OF CONDEMNATION CASES TRIED

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4379 Edwin J. Woods, et al.	Polk	Willamina- Salem	Bonneville Station- Patterson Avenue	\$ 8,100.00 (State to cut off and re- model building at estimated cost of \$6,700)	\$32,000.00	\$17,280.00 (Owner obligated by judgment to cut off and remodel building at estimated cost of \$6,700.

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-4461 R. M. Seaver	State	Lane	Suit in Equity	Reformation of Deed and other relief	Dismissed

(This is a case wherein it appears the plaintiff, a layman, prepared and filed his own complaint against the State Highway Commission. It appears that the State constructed a frontage road which the plaintiff feels is his own private road. He complains about our restricted access to this frontage road from neighboring properties and desires to enjoin the further use of this road by the neighbors. To this complaint our attorneys filed a demurrer. The judge upheld the State's demurrer and the party has failed to file amended pleadings within the time allowed by the court to so do. The court has thereupon entered an order dismissing this complaint.)

(For additional details, see the Chief Counsel's letter entitled "Report of Cases Tried", dated May 22, 1964, and his letter entitled "Supplemental Report of Cases Tried", dated May 27, 1964, in the General Files in the Salem Office.)

A report was also presented by the Chief Counsel on cases which have been settled out of Court since the last Commission meeting. These settlements, he said, have been approved by the Highway Administrative Review Board and are based on appraised values or amounts so close to appraised values as not to constitute substantial increases. 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-4548 Helen C. Dressi, et al.	Coos	Oregon Coast	Lower Four Mile Road	\$ 750.00	\$ 750.00
L-4475 Arthur E. Bennett, et al.	Douglas	Pacific	Cabin Creek Rest Area	6,325.00	7,500.00
(A second appraisal was obtained which has been reviewed and approved at a figure higher than the original appraisal.)					
L-4499 Kay Shimmin, et vir.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	9,000.00	10,250.00
(Recommended by Adm. Rev. Bd.)					
L-4541 James L. Hannam, et ux.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	100.00	250.00
(Recommended by Adm. Rev. Bd.)					

SUPPLEMENTAL REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4426 Mt. Baldy Lumber Co., et al.	Douglas	Pacific	Divide-Rice Hill	\$ 2,000.00	\$ 7,500.00
(Original offer of \$2,000 is for closing of an access which cuts off some 450 acres from direct access to highway. Timber on this land would have to be taken out over third person's land. Review appraisal is at \$7,900.)					

(Supplemental report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4559 Howard J. Bartlett, et al.	Douglas	Pacific	Roberts Mt.-Myrtle Creek	\$17,425.00 (2.9 acres)	\$18,000.00 (3.7 acres)
L-4474 Rudolph J. Hilgers	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	10,000.00	12,000.00
(Recommended by Adm. Rev. Bd.)					
R-33694 Laher Springs & Electric Car Corp.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	87,700.00	120,000.00
(Further consideration of fixtures which State is obligated to take resulted in adding other equipment bringing appraisals to \$112,300. Settlement also includes State's entire obligation for moving costs. (\$3,000)					
R-36215 James Kermit Hayes, et al.	Coos	Powers	Yellow Creek	484.00	750.00
(Recommended by Adm. Rev. Bd.)					
R-36498 Henry Weber	Douglas	Pacific	Roberts Mt.-Myrtle Creek	5,250.00	6,000.00
(Recommended by Adm. Rev. Bd.)					
R-36299 Joe Cahill, contract purchaser; E. J. Windle, legal owner	Tillamook	Nehalem State Park		1,850.00	2,400.00
(Prior approval at April 23, 1964, meeting \$2.300 based on fact that owner purchased property recently at same figure. Owners claim State's delay has cost them additional \$150.)					

(For additional details, see the Chief Counsel's letter dated May 22, 1964, entitled "Report of Cases Settled", and his letter of May 27, 1964, entitled "Supplemental Report of Cases Settled", in the General Files in the Salem Office.)

The Commission confirmed prior telephonic approval of offers for acquisition made to the owners of real property prior to the institution of condemnation proceedings as follows:

AINSWORTH STATE PARK

R-35772 - Joseph A. Bucher, et ux. 110 acres for park purposes. Offer of \$15,500.00 approved by Mr. Jackson May 13, 1964.

INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-36012 - Floyd T. Haugen. 11,300 square feet for right of way purposes. Offer of \$6,080.00 approved by Mr. Jackson April 28, 1964.

K.I.D. CANAL-MADISON STREET SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY

R-35905 - James H. Bennington. Parcel No. 1: 1,320 square feet for right of way purposes; Parcel No. 2: 831.5 square feet for permanent easement. Offer of \$225.00 approved by Mr. Jackson April 27, 1964.

NORTH JEFFERSON JUNCTION-ALBANY SECTION OF THE PACIFIC HIGHWAY

R-36684 - Dale L. Turnidge, et ux. Acquisition of access and 0.75 acre for right of way purposes. Offer of \$3,000.00 approved by Mr. Jackson May 4, 1964.

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

R-35126 - Realty Finance Co. 2,525 square feet for right of way purposes. Offer of \$4,500.00 approved by Mr. Jackson April 27, 1964.

ROBERTS MT.-MYRTLE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36498 - Henry Weber, et ux. 21 acres for right of way purposes. Offer of \$5,250.00 approved by Mr. Jackson May 11, 1964.

R-36503 - Howard J. Bartlett, et ux. 2.9 acres for right of way purposes. Offer of \$17,425.00 approved by Mr. Jackson May 1, 1964.

R-36563 - Joseph William Holmgren, et ux. 3.0 acres for right of way purposes. Offer of \$150.00 approved by Mr. Jackson May 1, 1964.

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

R-32665 - Sawyer's Inc., et al. Parcel No. 1: 0.04 acre for right of way purposes; Parcel No. 2: 0.25 acre for right of way purposes. Offer of \$9,000.00 approved by Mr. Jackson April 29, 1964.

R-32666 - Sawyer's Inc. 3.3 acres for right of way purposes. Offer of \$25,500.00 approved by Mr. Jackson April 29, 1964.

R-32915 - Rex McBride, et ux. Parcel No. 1: 0.3 acre for right of way purposes; Parcel No. 2: 0.17 acre for right of way purposes. Offer of \$68,350.00 approved by Mr. Jackson May 18, 1964.

R-35727 - Bissett and Bissett. Parcel No. 1: 3.1 acres for right of way purposes; Parcel No. 2: 46,120 square feet for right of way purposes. Offer of \$128,750.00 approved by Mr. Jackson May 12, 1964.

YELLOW CREEK SECTION OF THE POWERS HIGHWAY

R-36215 - James Kermit Hayes, et ux. 0.80 acre for right of way purposes. Offer of \$484.00 approved by Mr. Jackson May 1, 1964.

May 28, 1964

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

PUX 523: Application of Southern Pacific Company for authority to construct additional tracks beneath an overhead structure on Oregon Highway Route 212 (Clackamas Highway) in Clackamas County. No alteration of the State's existing structure will be required. The request was granted.

PUX 525: Application by the State Highway Commission to construct a highway under the tracks of Southern Pacific Company near Railroad M. P. 416.0 on the Pacific Highway in Jackson County. The request was granted.

A report concerning legal proceedings filed in the Multnomah County Circuit Court in which damages in the amount of \$25,000 were sought because of the death of Harold M. Anderson was presented by the Chief Counsel. He commented that on May 9, 1962, Francis E. Burnett was operating an automobile in which Harold M. Anderson was riding as a passenger. The car was driven onto a concrete divider and into a steel pole on Southwest Harbor Drive (Pacific Highway) causing the death of Harold Anderson and Francis Burnett. It is alleged that the Highway Commission and the Highway Engineers were negligent in constructing and maintaining the divider. Proper legal steps, he said, have been taken to protect the interests of the Commission and its engineers.

The Commission also considered a claim made by Marvin S. W. Swire for damages in the amount of \$92.50 arising out of an accident on S. W. Canyon Road (Sunset Highway) near Charlton Laboratory in Portland. Mr. Swire claimed negligence on the part of the highway flagman when the car driven by his wife scraped a State Highway striping cart. The Chief Counsel recommended that the claim be denied as the evidence indicated that the driver of the car was contributorily negligent. He also commented that the claim had been placed before the State's insurance carrier and had been denied. The Commission accepted his recommendation.

The Commission confirmed prior telephonic approval for a "Consent to Annexation" to the West Slope Sanitary District of a portion of the Sunset Highway at the Cedar Hills Interchange in Washington County. The Chief Counsel stated that the matter had been expedited at the request of the Sanitary District. The Commission also confirmed authority for the Secretary to sign the "Consent" in their behalf.

Following the Chief Counsel's favorable recommendation, the Commission approved renewal of open end fire insurance coverage of buildings acquired in right-of-way acquisitions for a period of three years beginning August 15, 1964. The present policy Certificate of Insurance No. 31550 is carried with Lloyd's of London, through Swett and Crawford, Portland.

The Commission considered payment of \$3,000 for moving expenses to the Archdiocese of Portland without offset of damage for removal of fixtures from the Chancery Office on S. W. Sixth St., (Stadium Freeway) Multnomah County. The Chief Counsel commented that unauthorized removal

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of certain fixtures from the building in the amount of approximately \$2,500 had taken place prior to the time that the State took over the property. Removal of some of these fixtures had been observed by certain highway employees who thought that removal had been made by members of the congregation. However, this was denied by church authorities who claim that loss of the fixtures was due to vandalism. The Commission instructed the Chief Counsel to talk the matter over with responsible members of the church to try to arrive at an amicable solution.

The Engineer introduced to the Commission, and others at the meeting, Mr. William Sanderson, Staff Writer for the Oregonian Newspaper in Portland.

The Engineer presented a request from the Pend-Rock Archers Club at Pilot Rock to use a portion of the Blue Mountain Forest Wayside on the Old Oregon Trail in Umatilla County. The Engineer commented that the area desired is a part of Emigrant Springs State Park and use by the archers will not interfere with other use of the park. The permit may be cancelled at any time by the State. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A report was made by the Engineer concerning contracts referred to him by the Commission to award when certain conditions had been fulfilled. These conditions, he said, have been met. The Commission confirmed his award of the following contracts:

- (1) Paving on McNeil Creek-Cobleigh Road Section of FAS 287 in Jackson County. Bids received April 21, 1964. Contract No. 6421 awarded May 11, 1964, to Rogue River Paving Co., Inc., Medford, low bidder.
- (2) Manzanita Safety Rest Area on the Pacific Highway in Josephine County. Bids received April 21, 1964. Contract No. 6422 awarded May 12, 1964, to James K. Cooke, Grants Pass, low bidder.
- (3) Grading, oiling and structure on the Parkdale Ranger Station-Tucker Bridge Section of FAS 341 and 343 in Hood River County. Bids received April 21, 1964. Contract No. 6423 awarded May 13, 1964, to Vernie Jarl, Gresham, low bidder.

A tabulation describing three FAS projects in Lane County was presented by the Engineer. These projects, he said, have been investigated and are eligible for construction with Federal-aid Secondary funds. The Commission accepted his recommendation for approval of the following projects and authorized the Secretary to sign construction agreements pertaining thereto:

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County	FAS	Section & Description	Programmed Amount	FAS Funds
Lane	862	Delta Highway Undercrossing of Goodpasture Island Road (Willagillespie Undercrossing). Structure.	\$ 100,00	1965
Lane	862	Delta Highway Undercrossing of Goodpasture Island Road. Structure.	\$ 80,000	1965
Lane	862	Delta Highway Overcrossing of Belt Line Road. Structure	\$ 46,000	1965
			\$ 226,000	

SUMMARY BY FISCAL YEARS	1964	1965	Total
Allocated Funds	\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects, Corrected to Date	3,746,000	1,743,000	5,489,000
Unprogrammed Balance	\$--	\$2,051,000	\$2,051,000
Projects Proposed 5/28/64	--	226,000	226,000
Unprogrammed Balance	\$--	\$1,845,000	\$1,845,000

An increase in the number of workdays from 170 to 175 was requested by Roy L. Houck Sons' Corporation on Contract No. 5945 for grading, paving and structures on the Judkins Point-Goshen Section of the Pacific Highway in Lane County. The Engineer stated that the request for five additional workdays has been investigated and is justified, and he recommended that it be approved. He also submitted a letter from the U. S. Bureau of Public Roads concurring in the additional workdays. The Commission approved the five-day extension, without assessment of liquidated damages.

The Engineer reported that Contract Nos. 6008, 6170, 6180, 6195, 6203, 6204, 6250, 6321, 6363 and 6382 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. 132", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer presented resolutions establishing, revising or rescinding speed zones on sections of state highways. He commented that these resolutions are the results of continuing investigations to bring speed zones in line with present traffic conditions. Following his favorable recommendation, the Commission adopted "Speed Zone Resolution Nos. 452 through 458", which resolutions by this reference are made a part hereof and

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filed in the Secretary's Office, as follows:

- (1) "Speed Zone Resolution No. 452" establishes a 70 MPH speed zone on the Columbia River Highway in Hood River County, from M. P. 57.34, east of Mitchell Creek, to M. P. 60.98, at the west city limits of Hood River.

70 MPH from M. P. 63.05, at the east city limits of Hood River, to M. P. 67.93, at the west city limits of Mosier.

This resolution is to be effective when the sections mentioned above have been completed to Interstate standards.

- (2) "Speed Zone Resolution No. 453" establishes a 70 MPH speed zone on the Columbia River Highway in Wasco County, from M. P. 80.49, east of Chenoweth Creek, to M. P. 81.70, at the west city limits of The Dalles.

70 MPH from M. P. 84.09, at the east city limits of The Dalles, to M. P. 86.22, east of Fifteenmile Creek.

This resolution is to be effective when the sections mentioned above have been completed to Interstate standards.

- (3) "Speed Zone Resolution No. 454" establishes a 40 MPH speed zone on the Cline Falls Secondary Highway No. 373 from a point 500 feet north of the Tumalo-Deschutes Highway, at M. P. 9.80, to a junction with the McKenzie-Bend Highway in the community of Tumalo, Deschutes County.

- (4) "Speed Zone Resolution No. 455" rescinds "Speed Zone Resolution No. 374-b", dated March 2, 1962, and establishes the following speed zones on The Dalles-California Highway in Jefferson and Deschutes Counties:

45 MPH speed zone from the south city limits of Madras to a point 50 feet north of the Madras-Prineville Highway.

65 MPH from a point 50 feet north of the Madras-Prineville Highway to a point 450 feet north of "E" Avenue in the community of Terrebonne.

(Speed zone continued on following page)

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45 MPH from a point 450 feet north of "E" Avenue in Terrebonne to a point 0.34 mile south of "E" Avenue, except that between "C" Avenue and "A" Avenue the designated speed shall be 20 MPH during the hours of school crossings.

60 MPH from a point 0.34 mile south of "E" Avenue in Terrebonne to a point 0.76 mile north of the north city limits of Redmond at M. P. 119.76.

45 MPH from M. P. 119.76 to M. P. 120.42, north of Redmond.

One-way Southbound on US 97

45 MPH from M. P. 120.42 to the Redmond north city limits at M. P. 120.52.

One-way Northbound on US 97

45 MPH from M. P. 120.42N to the Redmond north city limits at M. P. 120.53N.

- (5) "Speed Zone Resolution No. 456" rescinds "Speed Zone Resolution No. 212", dated November 3, 1955, and establishes a 40 MPH speed zone on the Oregon Coast Highway in Curry County from M. P. 287.63, north of the Langlois-Myrtle Point Road, to M. P. 288.26, south of Floras Creek Road, except that between M. P. 287.81 and M. P. 287.89, and from M. P. 288.03 to M. P. 288.12 the designated speed shall be 20 MPH during the hours of school crossings.
- (6) "Speed Zone Resolution No. 457" rescinds "Speed Zone Resolution No. 274", dated March 27, 1958, and establishes a 45 MPH speed zone on the Oregon Coast Highway in Curry County from M. P. 299.53, north of Mather Drive, to the north city limits of Port Orford at M. P. 299.95.
- (7) "Speed Zone Resolution No. 458" establishes a 45 MPH speed zone on the Paulina Highway No. 380 in Crook County from its junction with the Ochoco Highway to a point 0.07 mile south of Juniper Canyon-Roberts Road.

An agreement with the U. S. Geological Survey for continuation of a study of runoff from small streams in the State was presented by the Engineer. He stated that the agreement provides for the expenditure of \$20,000 of Highway Planning Survey Funds for this work during the fiscal year ending June 30, 1965, and that this is the second year that the program has used these Funds. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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The Commission considered a request from Jackson County for assistance in removing snow on the Mt. Ashland Ski Road and Colestine Road in Jackson County. The Engineer explained that the agreement provides that the State shall assist in snow removal when the amount of snow is such that the County cannot handle it. The agreement also provides that the County shall pay the State for the cost of work performed. The Commission accepted his recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

The Engineer reported that the East Unit of the Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County was completed and opened to public travel in September of 1963. Four sections of the old right of way are no longer needed for highway purposes and may be abandoned to the abutting property owners. The Commission accepted his recommendation for abandonment and thereupon adopted "Abandonment and Retention Resolution No. 418", which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem.

The Commission confirmed the date of July 14, 1964, for the next regular Highway Commission meeting to be held in Medford in conjunction with the Highway Commission inspection trip. A tentative date for the following meeting was set for August 27, 1964, in Salem.

The Commission approved the minutes of the meeting held on April 23, 1964.

Attention was given to an agreement with the City of Willamina covering widening of the Polk Street-Franklin Street Section of the Willamina-Sheridan Highway in Yamhill County. The Engineer pointed out that relocation of City-owned utilities is to be performed by the City and the State is to pay 75 percent of such cost. The cost of the widening project, which he estimated at \$33,000, is to be shared 75 percent by the State and 25 percent by the City. The Commission approved an agreement covering this project and authorized the Secretary to sign it in their behalf.

In connection with Federal-Aid Program IX, the Engineer presented three projects for which he requested approval as follows:

- | | | | |
|---|-----------------|-----|-------------|
| 1. Highlands Interchange to Stadium Freeway, First Tunnel | Sunset Highway | FAU | \$3,000,000 |
| 2. Sweet Home-Foster Section 4-lane, GPS and R/W | Santiam Highway | FA | 990,000 |
| 3. Raleigh Hills Interchange Section, GPS and R/W | Scholls Highway | FAS | 2,125,000 |

The first item, he explained, would be the initial bore of the Sunset Tunnel as modernization of the Sunset Highway and to bring it to a proper connection to Interstate 405. The second project is a continuation of a four-lane facility on the Santiam Highway between Sweet Home and Foster. The third project contemplates an interchange at the intersection of the Beaverton-Hillsdale Highway with Scholls Ferry Road to relieve an extremely bad

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traffic condition at this location. The Commission approved the projects as a part of Federal-aid Program IX.

An abandonment agreement with Coos County covering elimination of a portion of the Rock Creek Section of the Coos Bay-Roseburg Highway was presented by the Engineer. The agreement provides, he said, that when the new section of highway is completed and opened to public travel a portion of the old road is to be transferred to Coos County and another portion is to be abandoned to the owners of the abutting property. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A request from Pacific Power and Light Company to lease an area of 50 feet square on the site acquired by the State for radio purposes on Mt. Scott in Clackamas County was discussed. The Engineer commented that the site is extremely valuable for communication purposes. More efficient radio equipment, however, allows such equipment to be operated in close proximity to other installations without damage or interference. It was his recommendation that the request be approved with the Power Company to pay a rental fee of \$30 per month. The Commission accepted his recommendation and authorized the Secretary to sign a lease pertaining thereto.

The Commission considered a combination throughway and abandonment agreement with Josephine County covering the Douglas County Line-Jumpoff Joe Creek Section of the Pacific Highway (Interstate 5). The Engineer commented that the agreement provides for construction and maintenance of interchanges and structures (excluding the Grave Creek Interchange area), closure of certain county roads, and construction of frontage roads on the easterly side of the highway in the Sexton Mountain Lookout vicinity. The existing section of highway between the North and South Wolf Creek Interchanges is to be abandoned to the County upon completion of the project. The County at its sole expense is to provide for relocation of private or public utilities on existing county roads. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered and upon the Engineer's favorable recommendation approved a throughway agreement with Washington County covering the Cornelius Pass Road-Cornell Road Section of the Sunset Highway. The Engineer commented that the agreement, among other things, provides for closure of existing county roads and construction of interchanges and frontage roads. He also pointed out this agreement supersedes the agreement entered into November 20, 1962. The Commission authorized the Secretary to sign the agreement for them.

The Engineer reported that a survey has been completed on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County. The purpose of the survey, he said, is to permit right-of-way acquisition and reconstruction to a four-lane section with curb-type construction within the City of Salem. The project is 0.74 mile in length. He estimated the cost of right of way at \$135,000, construction \$245,000, for a total of \$380,000. The City is to pay 25 percent or approximately \$70,000 of the cost of that portion within the city limits. Following his

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favorable recommendation, the Commission approved the project and thereupon adopted "Survey Resolution No. 283", which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem.

The Engineer presented a tabulation of bids received on May 26, 1964, for highway construction and other projects. For each project, he mentioned the number of bids received, the name of the low bidder, the estimated cost and his recommendation as to award, referral or rejection. At 9:35 a.m., the Commission awarded contracts as follows and authorized the Secretary to sign the contracts in their behalf.

BIDS RECEIVED IN SALEM ON MAY 26, 1964

"Faker rock production project on 4 state highways in Baker County. State Project. Two bids were received. This project was rejected as all bids were too high.

"Eagle Creek Eridge on Sparta Road at Newbridge in Baker County. County Project. Three bids were received. The Commission referred all bids to Baker County for award.

"Paving on Garden Road-Albany Section of Albany-Corvallis Highway in Benton County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Acme Construction Co., Redmond, Wn., at \$156,954.90.

"Grading, paving and two reinforced conc. bridges on Kings Valley School-Maxfield Creek Section of FAS 209, south of Dallas in Benton County. FAP No. S-519(1). Three bids were received. The Commission elected to accept the low bid of Morse Bros., Inc., Lebanon, in the sum of \$112,150.50 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 \$25,500.00 is deposited by the County.

"Clean and paint on Cripple Creek and Whitewater Bridges over Clackamas River, southeast of Estacada in Clackamas County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Wm. A. Efraimson, Portland, at \$17,398.00.

"Clean and paint on South Slough Drawspan near Charleston in Coos County. State Project. One bid was received. The Commission awarded the contract to the only bidder, J. E. Brown Co., Portland, at \$13,276.00.

"Grading, oiling and slide correction on Buena Vista Wayside-Myers Creek Section of Oregon Coast Highway, south of Gold Beach in Curry County. FAP No. F-124(23). Ten bids were received. The Commission awarded the contract to the low bidder, Coos Bay Dredging Company, Coos Bay, at \$126,473.37.

"Roadside improvement on N. Ashland Interchange-S. Ashland Interchange Section of Pacific Highway in vicinity of Ashland in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(54)12. Three bids were received. The Commission elected to accept the low bid of E. P. Baltz & Son, Portland, in the sum of \$90,961.35 and the State Highway Engineer is directed

to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Grading and grid rolled cinder base on Rocky Point Section of FAS 420, north of Klamath Falls in Klamath County. FAP No. S-520(1). Twelve bids were received. The Commission elected to accept the low bid of J. M. Arenz, Portland, in the sum of \$132,927.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received and the sum of \$30,000 is deposited by the County.

"Grading and paving on Rocky Point-Odessa Section of the Lake of Woods Highway, north of Klamath Falls in Klamath County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, a Division of Warren Bros., Co., Portland, at \$93,180.00.

"Rock production project on Hunter Hill-Paisley Section of Fremont Highway, northwesterly of Lakeview in Lake County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Jed Wilson & Son, Lapine, at \$23,400.00.

"Grading and paving on Silver Creek-Finn Rock Section of McKenzie Highway, east of Eugene in Lane County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at \$327,754.00.

"Springfield traffic signals on Second and Third Streets at Centennial Boulevard, Springfield Highway in Lane County. State Project. Three bids were received. The Commission elected to accept the low bid of L. H. Morris Electric Co., Eugene, in the sum of \$21,262.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as concurrence of the Railroad Company is received.

"Stone base and paving on Florence (Harbor, First and Nopal Streets) Section in City of Florence in Lane County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, McKenzie Road & Driveway Co., Eugene, at \$25,875.75.

"Mary White Bridge over Coast Fork, Willamette River, south of Cottage Grove in Lane County. County Project. Five bids were received. The Commission referred all bids to Lane County for award.

"Clean and paint on Salmon Creek Bridge and Barnard Bridge over Willamette River on old Willamette River Highway near Oakridge in Lane County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Wm. A. Efraimson, Portland, at \$21,170.00.

"Grading, stone base and paving on Oceanography Research Center Access Road Project, FAS 153, near Newport in Lincoln County. FAP No. S-518(1). Four bids were received. The Commission elected to accept the low bid of Road & Driveway Co., Inc., & Lewis S. Pickens, Newport, in the sum of \$162,514.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Lincoln County is received and the sum of \$39,200.00 is deposited by the County.

"Slide correction on M. P. 2 Corvallis-Newport Highway in Lincoln County. State Project. Seven bids were received. The Commission elected to accept the low bid of Access Construction Co., Roseburg, in the sum of \$100,715.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Salem traffic signals on State Street at 23rd of the Silver Creek Falls Highway in Marion County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Electric Corporation, Salem, at \$4,265.00.

"Paving on N. W. 27th Ave.-W. End Burnside Bridge Section of Columbia River Highway in Portland in Multnomah County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, K. F. Jacobsen & Co., Inc., Portland, at \$19,502.40.

"Clean and paint on Eagle Creek Bridge on Columbia River Highway, near Bonneville (Toothrock) Tunnel in Multnomah County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Wm. A. Efraimson, Portland, at \$16,564.00.

"Fern Creek Bridge and Culvert on Un-named Creek, Falls City-Fern Corner Section of Falls City Road (FAS 560) in Polk County. Federal-aid Project No. S-149(6). Eight bids were received. The Commission elected to accept the low bid of T & M Construction Co., Salem, in the sum of \$19,155.00 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 \$4,300.00 is deposited by the County.

"Wasco-Kent Rock production project on Sherman Highway in Sherman County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Cody Logging Company, Tygh Valley, at \$39,900.00.

"Paving on Wilcox Section on Sherman Highway, near Kent in Sherman County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Interstate Paving Co., The Dalles, at \$99,213.00.

"Wallowa River and Hurricane Creek Bridges on Hurricane Creek Road (FAS 497) at Enterprise, Oregon, in Wallowa County. Federal-aid Project No. S-23(50). Three bids were received. The Commission elected to accept the low bid of Hamilton Construction Co., Eugene, in the sum of \$40,250.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Wallowa County is received and the sum of \$9,100.00 is deposited by the County.

"Minam-Lostine Rock production project on the Wallowa Lake Highway in Wallowa County. State Project. One bid was received. This project was rejected as the bid was too high.

"Grading, stone base, paving, conc. bridge and highway signing on Cornelius Pass Road-Cornell Road Section of Sunset Highway, near Beaverton in Washington County. FAP No. F-186(22). Four bids were received. The

Commission elected to accept the low bid of Roy L. Houck Sons' Corporation, Salem, in the sum of \$1,213,190.30 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the Bureau of Public Roads is received.

"Grading, paving and traffic signal on Cedar Hills-Walker Road Section of FAS 838, north of Beaverton in Washington County. FAP No. S-SU-433(2). Four bids were received. The Commission elected to accept the low bid of Warren Northwest, a Division of Warren Bros. Co., Portland, in the sum of \$153,023.50 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 \$35,800.00 is deposited by the County.

"Roadbed topping and oiling on Girds Creek-Meyers Canyon Section of Service Creek-Mitchell Highway, near Mitchell in Wheeler County. State Project. Five bids were received. The Commission elected to accept the low bid of Interstate Paving Co., The Dalles, in the sum of \$39,086.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading and paving on Willamina Section of Willamina-Sheridan Highway in Yamhill and Polk Counties. State Project. One bid was received. The Commission awarded the contract to the only bidder, Rowell & Wickersham, McMinnville, at \$24,182.50.

Chairman Jackson inquired as to the increase in highway construction costs compared with 1962. The Engineer replied that the increase was about 5 percent. In reply to the Chairman's inquiry as to the average increase in construction costs for the last ten years, the Engineer replied that the increase would be between 1 and 2 percent per year, however, in the last two years there has been a marked increase and a rather steady rise in construction costs in the last 20 years. The Chairman then inquired as to the probable trend of construction costs during the next ten years. The Engineer replied that his guess would be an increase of between 1 and 2 percent per year. The Commission, the Chairman continued, has given much thought to the matter of bonding for highway construction. In the face of accelerated construction costs, it was his thought that serious consideration should be given to the economic feasibility of issuing bonds for highway construction. He asked the Engineer to compute the cost of construction projects that have been approved on an accelerated basis (by issuance of bonds) to determine what the cost might have been if these projects had been contracted in a normal pattern of construction based upon availability of existing funds. He pointed out that in the face of 500 million dollars in highway deficiencies, and the prospect of increasing costs in highway construction, it might be economically feasible to perform the construction with bond money now rather than to construct 10 years from now. In response to Commissioner Fridley's inquiry as to the terms of bonds issued, the Engineer replied that normally the bonds are issued for 20 years. The Astoria Bridge bonds, however, were issued for 30 years; the bonds for Highway 42 and Highway 197 were for 10 year periods; and those on the Oregon Coast Highway were for 17 years. The

Commission is concerned, the Chairman continued, that in the face of rising costs and possible inflation, that no arbitrary stand be taken on financing of highway construction which cannot be justified economically.

The Engineer stated that surveys for highway improvement have been completed on two sections of state highways. These projects, he stated, have been given very careful engineering consideration in order to provide the most adequate facility commensurate with the cost and the volume of traffic involved. Concerning the Canyonville-Josephine County Line Section of the Pacific Highway, the Engineer commented that this is the "Golden Spike" or the last section for completion of the Interstate 5 route in Oregon. The interchange pattern within this section, however, is not yet complete. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 283 and 284" which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Forest Grove-Yamhill County Line Section of the Tualatin Valley Highway in Washington County.
(See "Survey Resolution No. 283")
- (2) Canyonville-Josephine County Line Section of the Pacific Highway in Douglas County. (See "Survey Resolution No. 284")

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

"Indenture of Access" to the Henry F. and Kathrina Friesen property on the Polk Station-Dallas Section of Kings Valley Highway in Polk County.

"Indenture of Access" to the Odell and Mary O. Lester property on the Polk Station-Dallas Section of Kings Valley Highway in Polk County.

"Indenture of Access" to the George A. and Irene F. Blomquist property on East Unit, Siuslaw River-Walton Section of Mapleton-Eugene Highway in Lane County.

"Indenture of Access" to the Tualatin Development Co. property on the Tigard-Tualatin River Section of the Pacific Highway West in Washington County.

"Grant of Access" from Ernest Coleman property on West Unit, Westport-Clatskanie Section of the Columbia River Highway in Columbia County.

"Grant of Easement" to State Forestry Department and Steven D. Vaughn for a roadway across the quarry site from the Umpqua Highway and up Charlotte Creek, Hinsdale Slough-Luder Creek Section, Douglas County.

"Correction Grant of Easement" to City of Springfield for construction, operation and maintenance of a floodway on Ferry Street Bridge-Mohawk Road Section on Eugene-Springfield Highway in Lane County.

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"Permit Agreement" to Pend-Rock Archers Club of Pilot Rock for permission to use a portion of Blue Mountain Forest Wayside in Umatilla County as an archery range.

"Agreement" with Jackson County covering snow removal on the Mt. Ashland Ski Road and Colestine Road in Jackson County.

"Agreement" with City of Willamina to widen Polk Street-Franklin Street Section of Willamina-Sheridan Highway in Polk County.

"Agreement" with Coos County covering elimination of a portion of the Rock Creek Section of the Coos Bay-Roseburg Highway from the highway system.

"Lease" with Pacific Power & Light Co. covering an area of 50 feet square within the site of Mt. Scott in Clackamas County to operate and maintain a communications system.

"Throughway Agreement" with Josephine County covering the Douglas County Line-Jumpoff Joe Creek Section of Pacific Highway.

"Throughway Agreement" with Washington County covering the Cornelius Pass Road-Cornell Road Section of Sunset Highway.

The meeting was recessed at 10:05 a.m., and reconvened at 10:55 a.m., in the same room with the same persons present and participating.

A delegation consisting of Mr. Carl M. Felker, City Attorney for the City of Winston, and Mr. Norman Lee, Mayor of the City of Winston, came before the Commission concerning some way to dispose of surface water in Winston. Mr. Felker gave maps of the City to the Commission and pointed out that the Coos Bay-Roseburg Highway and the Dillard Highway act as a dam preventing the run-off of water during heavy rains. Solution of the problem, he stated, is too big for the City, although they do have some funds available, and help is needed from the Highway Department. Mr. Lee showed photographs to the Commission of standing surface water and stated that the problem is getting out of hand. He also mentioned that the State Highway Department at times during dry spells had operated a street sweeper through the City which created a great amount of dust. He asked that this practice be discontinued. Construction underway on a new six acre shopping center, he continued, will increase the drainage problem. Commissioner Fridley inquired if construction of storm sewers would be involved. Mr. Lee replied that in his opinion storm sewers should be constructed. The City, he stated, will do everything it can to find a solution but it was his opinion the problem is a mutual one between the City and the State Highway Department. The Chairman stated that the Commission is aware of the problem but they need to know the extent of the Commission's responsibility. The matter, he said, will be given immediate attention. Concerning the dust problem, the Engineer stated that action would be taken to see that it is stopped.

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There being no further business to conduct, the meeting was adjourned by the Chairman at 11:15 a.m.

Forrest Cooper
State Highway Engineer

Floyd Query
Secretary

Glenn Jackson
Chairman

K. N. Fridley
Commissioner

David B. Simpson
Commissioner

Medford, Oregon
July 14, 1964

The Oregon State Highway Commission met in regular session at 8:00 p.m., in the City Council Chambers of the Medford City Hall. 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
George E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Controller
Floyd Query, Secretary

Mr. L. I. Lindas, Chief Counsel, was excused because of illness.

Among others present were B. J. McClarty, Assistant Regional Engineer, U. S. Bureau of Public Roads; A. W. Parsons, Division Engineer, U. S. Bureau of Public Roads; Ivan D. Merchant, State Highway Bridge Engineer; L. H. Young, State Highway Office Engineer; L. R. Chandler, Division III Engineer; R. B. Sipprell, Liaison Officer.

The Right of Way Engineer presented for consideration options, Pages 1 through 42 (No page 12), secured for acquisition of real property needed for state highway use or for other purposes. He stated that the prices offered for the properties are based upon careful appraisals, and 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 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. 15", which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

The Property Manager's report covering sales of miscellaneous properties and rental receipts since the last Commission meeting was presented by the Right of Way Engineer and accepted by the Commission. Miscellaneous sales totaled \$6,855; land sales \$3,255; and rental receipts for June amounted to \$23,315.02.

Authority to offer parcels of property at public sale was requested by the Right of Way Engineer. He commented that these parcels are no longer needed for highway purposes, and the minimum prices are based upon appraised values or on offers in excess of the appraisals. Access and other conditions

are consistent, he said, with the conditions existing in the vicinity of each property. In each instance where federal funds have been involved in either right of way or construction, the approval of the U. S. Bureau of Public Roads has been secured. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution Nos. 412 through 417", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 0.36 acre, File No. 25933, on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, for not less than \$2,160. The property is on the easterly side of the Columbia River Highway, near the west city limits of The Dalles. The State is to retain a five-foot strip along Hostetler Way. No access is to be allowed to the Columbia River Highway but access will be allowed to Hostetler Way. The sale is subject to the standard sign restriction clause. No federal funds were required in acquisition of this property. (See "Real Property Resolution No. 412").
- (2) 9.4 acres, File No. 21458, on the Cottage Grove-Divide Unit of the Goshen-Divide Section of the Pacific Highway in Lane County, located on the westerly side of the highway between Cooper and Nokes Avenues, just south of the Cottage Grove city limits, for not less than \$750. No access is to be allowed to the Pacific Highway. The sale is subject to the standard sign restriction clause. No federal funds were used in acquiring this right of way.
- (3) 26.4 acres, File No. 18930, on the Oakland Junction-Deady Section of the Pacific Highway in Douglas County, on the westerly side of the highway, about midway between the Oakland and South Oakland Interchanges, for not less than \$2,000. No access is to be allowed to the Pacific Highway but there is access to a county road. The sale is to be subject to the standard sign restriction clause and subject to rights of Oil Developers of Roseburg. The State is to fence the right of way line. No approval by the U. S. Bureau of Public Roads is necessary as the area was excluded from the right of way. (See "Real Property Resolution No. 413").
- (4) 0.99 acre, File No. 4591, on the Drain-Elkton Section of the Umpqua Highway in Douglas County, on the south side of the highway, about four miles west of Drain, for not less than \$500. One point of access is to be allowed to the Umpqua Highway. The Right of Way Engineer commented that this is an old stockpile site which has not been used for several years and no federal funds were used in its acquisition.

- (5) 3.3 acres, File Nos. 1392 and 14910, on the Pendleton Section of the Pendleton-John Day Highway in Umatilla County, for not less than \$3,000. This is an old quarry site purchased in 1948, located in an area which is developing as a residential section. No federal funds were used in the acquisition of this property. The sale bears no restrictions. (See "Real Property Resolution No. 414").
- (6) 0.2 acre, File No. 25478, on the Albany-Lebanon Section of the Santiam Highway in Linn County, in the southwest quadrant of the Santiam Highway Interchange, east of Albany, for not less than \$850. No access is to be allowed to the Santiam Highway or the interchange ramps. Sale is to be subject to the standard sign restriction clause and subject also to a sewer assessment. The property is outside the right of way and not subject to approval by the U. S. Bureau of Public Roads.
- (7) 19.8 acres, File Nos. 33463, 33464 and 33465, on the Bonneville Station-Patterson Avenue Section of the Willamina-Salem Highway in Polk County, for not less than \$39,000. The sale is to be subject to a 10-foot water-line easement in favor of Capitol Manor, and subject to a 20-foot sewer easement in favor of the City of Salem. The Right of Way Engineer pointed out that it is possible that the tract might be sold in two portions, in which event the parcel acquired under File No. 33465 would be sold subject to a 60-foot roadway easement and a 30-foot roadway easement. No federal funds were used in acquisition of these properties. (See "Real Property Resolution No. 415").
- (8) 7,722 square feet of land, File No. 8788, on the Southern Pacific Overcrossing-Eugene Airport Section of the Pacific Highway in Lane County, located on the northeast corner of Garfield Street and Tenth Avenue in the City of Eugene, for not less than \$6,200. Access is to be granted at Tenth and Garfield Streets. No federal funds were used in acquisition of this property. (See "Real Property Resolution No. 416").
- (9) 1.58 acres, File No. 31211, on the Table Rock Road-12th Street (Medford) Unit of the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County, located north of the Crater Lake Highway and the Medco haul road, east of the Bullock Road, for not less than \$8,500. The sale is subject to the standard sign restriction clause. Concurrence of the Bureau of Public Roads is not required as the property is outside the right of way. (See "Real Property Resolution No. 417").

- (10) 3.92 acres, File No. 23756, on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, approximately two miles north of Canyonville, for not less than \$800. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. No federal funds were involved in the acquisition of this property.
- (11) 1.45 acres, File Nos. 20802 and 20804, on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, on the north side of the highway at Tolo Road Overcrossing, near Central Point, for not less than \$750. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. The sale has been approved by the Bureau of Public Roads.

Authority was requested by the Right of Way Engineer to make direct sales of two parcels of property no longer needed for highway purposes. These sales, he stated, follow a previously established policy of offering excess parcels first to public agencies. The prices asked, he said, represent appraised values. The Commission authorized direct sale of the following properties and thereupon adopted "Real Property Resolution No. 418", which resolution by this reference is made a part hereof and filed in the Secretary's Office:

- (1) 1.4 acres, File No. 9643, on the Dillard Section of the Dillard Highway in Douglas County, located south of Dillard, for the sum of \$240, to Douglas County. The sale is to be subject to the standard public use clause. Douglas County is to move materials stockpiled on the site to the State's site at Winston. No federal funds are involved.
- (2) 0.18 acre, File No. 26254, on The Dalles Bypass Section of the Columbia River Highway in Wasco County, near the Weber Street Interchange adjacent to I-80N, at the westerly entrance of The Dalles, to Wasco County for \$1,661.76. No access is to be allowed to the Columbia River 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. (See "Real Property Resolution No. 418").

Two "Indentures of Access" were presented by the Right of Way Engineer and approved by the Commission. These indentures, he explained, are routine changes in access to state highways and have been approved by the Construction Engineer and Assistant State Highway Engineer. Approval of the Bureau of Public Roads has been secured as required:

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- (1) Fate Property, File No. 19726, on the Tualatin River-Middleton Section of the Pacific Highway West in Washington County, for a change of access involving two points 35 feet in width and unrestricted as to use.
- (2) Burr Property, File No. 16876, on the Cedar Point-Coquille Section of Coos Bay-Roseburg Highway in Coos County, for cancellation of one point of access 25 feet in width, and granting of two points of access 40 feet in width and unrestricted as to use.

The Right of Way Engineer recommended that a "Grant of Access" be made to the City of Bandon on the Oregon Coast Highway in Coos County, File No. 5326. He recalled that in 1963 a small parcel of property had been relinquished to the City of Bandon on the east side of the highway. Access was denied from the relinquished area to the highway right of way. The City is now abandoning a parallel street easterly of the area of the relinquishment as well as two streets connecting directly to the highway right of way. Two points of access are recommended, one 42 feet in width, and the other 35 feet in width, unrestricted as to use. The Commission approved the "Grant of Access".

The Assistant Counsel presented to the Commission a list of properties needed for the uses indicated therein. Right of way maps and other data were also considered. 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. 1928 through 1945", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For details concerning these properties, see the Assistant Counsel's letter dated July 10, 1964, entitled "Recommendations for Condemnation" 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 Assistant Counsel. He commented briefly on some of the cases and remarked that in general the verdicts had been quite favorable. 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-4417 Will N. Teeter, et al.	Benton	Corvallis- Lebanon	Corvallis- Orleans	\$ 9,750.00	\$ 23,000.00	\$ 19,700.00

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(Report of Condemnation Cases Tried - Cont.)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-4366 Wilcox & Erickson, Inc.	Clatsop	Columbia River	Rifle Club Road-Rock Creek	\$ 1,380.00	\$ 3,000.00	\$ 5,300.00
L-4375 J. H. England, et al.	Douglas	Elkton- Sutherlin	Kellogg Bridge- Yellow Creek	3,400.00	8,282.00	6,000.00
L-4476 Henry Anderegg, et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	14,100.00	40,000	13,650.00
L-4485 Barnard Motors, Inc.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	42,500.00	75,000.00	55,000.00
L-4395 Gibson Bowles, et ux.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	21,000.00	27,500.00	25,000.00
L-4423 John P. Katchis, et ux.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	11,000.00	30,000.00	12,500.00
L-4513 Ross Nicholson, et al.	Washington	Beaverton- Tigard	Sunset Highway- Pacific Highway	86,450.00	165,000.00	83,000.00
L-4407 Tom J. Lampros, et al.	Multnomah	Stadium Freeway	Fremont Interchange- Marquam Bridge	184,000.00	218,000.00	192,000.00

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-4547 Leonard Wormdahl	State of Oregon, et al.	Marion	Personal injury due to defective manhole in state highway	\$13,046.00 injuries, loss of wages, medical expenses	Order to Quash service

(Dismissed on defendant State's Motion to Quash)

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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-4176 Noel Guedon, et ux.	Yamhill	Pacific West	Rex Hill- Newberg	\$ 384.00	\$3,500.00	\$1,800.00

SUPPLEMENTAL 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-4218 Central Paving Co., et al.	State	Marion	Contractor's claims for additional compensation on State Highway Contract #5584, Davis Slough-Bullard's Bridge Section of the Oregon Coast Highway. (This settlement reached after 7 days of trial of issues in court. Confirms telephonic approval of Mr. Jackson.)	\$318,844.37	\$75,000.00 (Settlement)

(For additional details, see the Assistant Counsel's letter dated July 7, 1964, entitled "Report of Cases Tried", and his letter dated July 10, 1964, entitled "Supplemental Report of Cases Tried", in the General Files in the Salem office.)

A report was submitted by the Assistant Counsel on cases which have been settled out of Court since the last Commission meeting. The proposed settlements, he said, have been approved by the Highway Administrative Review Board and are based on appraised values or amounts so close to appraised value as not to constitute substantial increases. The Commission approved the settlements, which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-3995 L. Neal Hook, et ux.	Lincoln	Oregon Coast	South Newport State Park (Appraisal of beach lots very difficult. Owner purchased his lot for \$600.)	\$ 300.00	\$ 875.00
L-4586 Alford L. Pyeatt	Lincoln	Corvallis- Newport	West Unit- Coast Range Summit (Due to absence of owners from State prior negotiation was impossible. Settlement was later reached on basis of staff appraisal.)	no formal offer	600.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4562 Floyd T. Haugen, et ux.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	\$ 6,080.00	\$ 6,750.00
L-4589 Lena Mayer, et al.	Tillamook	Nehalem Bay State Park		200.00	250.00
L-4543 Champion Petroleum Distributors, Inc.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	37,650.00	37,650.00
L-4253 Jack A. Spaulding, et al.	Jackson	Pacific	South Ashland-Wall Creek	23,000.00	23,000.00
L-4422 Harold Nelson, et ux.	Linn	Corvallis-Lebanon	Corvallis-Orleans	1,705.00	2,100.00
(Prior to filing of a condemnation action negotiations were had with the owner on the original appraisal of \$2,050.)					
L-4520 Jeanne Peyralans, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	56,264.00	60,000.00
L-4341 R. M. McTarnahan, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	87,800.00	96,500.00
(Review appraisal at \$95,000 based on appraisals by Mr. Draper and Mr. Pattee at \$87,500 and one by Mr. Brewster at \$105,000.)					
R-35226 Vernon L. Brewer, et ux.	Tillamook	Nehalem Bay State Park		1,200.00	1,200.00
L-4352 William Leveton, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	27,500.00	30,000.00

REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
R-37126 Henningson Enterprises, Inc.	State of Oregon, by and through its State Highway Commission	Multnomah	Inverse Condemnation	\$2,500.00	\$2,000.00

(For additional details, see the Assistant Counsel's letter dated July 7, 1964, entitled "Report of Cases Settled", and his letter dated July 10, 1964, entitled "Supplemental Report of Cases Settled", in the General Files in the Salem office.)

The Commission confirmed prior telephonic approval of offers for acquisition made to the owners of real property prior to the institution of condemnation proceedings as follows:

BLUE RIVER-MILL CREEK SECTION OF THE MCKENZIE HIGHWAY

R-36900 - Cecile McAlister, et al. 0.28 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson June 26, 1964.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY

R-30717 - Carrie Braman, et al. Parcel No. 1: 4.85 acres for right of way purposes; Parcel No. 2: 8.1 acres for right of way purposes. Offer of \$33,675.00 approved by Mr. Jackson May 25, 1964.

R-30720 - James H. Imbrie. Parcel No. 1: 0.31 acre for permanent easement; Parcel No. 2: 0.88 acre for temporary easement; and acquisition of access. Offer of \$550.00 approved by Mr. Jackson May 21, 1964.

R-33616 - Walter F. Stucki, et ux. Parcel No. 1: 0.2 acre for right of way purposes; Parcel No. 2: 0.2 acre for right of way purposes. Offer of \$1,800.00 approved by Mr. Jackson May 25, 1964.

R-33617 - John H. Smith. Parcel No. 1: 3.3 acres for right of way purposes; Parcel No. 2: 0.39 acre for right of way purposes. Offer of \$6,500.00 approved by Mr. Jackson May 21, 1964.

R-33618 - Walter Schallberger, et ux. Parcel No. 1: 1.5 acres for right of way purposes; Parcel No. 2: 0.15 acre for right of way purposes. Offer of \$2,675.00 approved by Mr. Jackson May 21, 1964.

R-33619 - Emma Meier. Parcel No. 1: 4.5 acres for right of way purposes; Parcel No. 2: 0.1 acre for right of way purposes. Offer of \$9,400.00 approved by Mr. Jackson May 21, 1964.

R-33620 - Cedar Mill Bible Church. Parcel No. 1: 2.0 acres for right of way purposes; Parcel No. 2: 750 square feet for right of way purposes. Offer of \$5,460.00 approved by Mr. Jackson May 21, 1964.

R-33621 - Vancouver Federal Savings and Loan Association. 0.32 acre for right of way purposes. Offer of \$800.00 approved by Mr. Jackson May 21, 1964.

R-34621 - Donald R. Meier, et ux. 1.03 acres for right of way purposes. Offer of \$1,500.00 approved by Mr. Jackson May 25, 1964.

R-36686 - Prescott Corporation. 0.10 acre for temporary easement. Offer of \$150.00 approved by Mr. Jackson May 22, 1964.

CORNELIUS PASS ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY CONT.

R-36687 - Ben Croeni, et ux. 0.15 acre for temporary easement. Offer of \$225.00 approved by Mr. Jackson May 21, 1964.

R-36904 - The Park City Corporation. 1.25 acres for right of way purposes. Offer of \$3,875.00 approved by Mr. Jackson May 25, 1964.

R-36949 - Carrie Braman, et al. Acquisition of access. Offer of \$50.00 approved by Mr. Jackson May 25, 1964.

R-36950 - Carl Bechen and Helen B. Connell. Acquisition of access. Offer of \$50.00 approved by Mr. Jackson May 25, 1964.

COYOTE CREEK-SEXTON MOUNTAIN SECTION OF THE PACIFIC HIGHWAY

R-36522 - J. L. Houston, et ux. 2.9 acres for right of way purposes. Offer of \$1,270.00 approved by Mr. Jackson June 26, 1964.

R-36523 - Esther Wyckoff. 0.06 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson June 30, 1964.

R-36525 - Evelyn J. Jackson. 4.6 acres for right of way purposes. Offer of \$910.00 approved by Mr. Jackson June 10, 1964.

R-36564 - Jake Yoder, et ux. Parcel No. 1: 0.14 acre for right of way purposes; Parcel No. 2: 0.10 acre for right of way purposes. Offer of \$800.00 approved by Mr. Jackson June 25, 1964.

COYOTE CREEK-SEXTON MOUNTAIN AND SEXTON MOUNTAIN-JUMPOFF JOE CREEK SECTIONS OF THE PACIFIC HIGHWAY

R-36566 - R. P. Leidecker, et ux. 6.35 acres for right of way purposes. Offer of \$1,425.00 approved by Mr. Jackson July 3, 1964.

GULLY ROUTE CONNECTION SECTION OF THE MT. HOOD HIGHWAY

R-36283 - George Earl Norton, et ux. 0.13 acre for right of way purposes. Offer of \$150.00 approved by Mr. Jackson June 10, 1964.

R-36290 - Lawrence A. Paukner, et ux. 0.93 acre for right of way purposes. Offer of \$1,100.00 approved by Mr. Simpson June 10, 1964.

R-36291 - William F. Burri, et ux. Parcel No. 1: 0.45 acre for right of way purposes; Parcel No. 2: 0.28 acre for permanent easement. Offer of \$500.00 approved by Mr. Simpson June 10, 1964.

R-36295 - Jerome T. Flaherty, et ux. 0.04 acre for right of way purposes. Offer of \$125.00 approved by Mr. Jackson June 15, 1964.

R-36403 - Vern C. Davis, et ux. 0.02 acre for right of way purposes. Offer of \$200.00 approved by Mr. Simpson June 16, 1964.

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INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-36056 - Charlotte Lorraine Easterling. 0.09 acre for right of way purposes. Offer of \$300.00 approved by Mr. Jackson June 29, 1964.

R-36216 - Grace M. Converse. 0.5 acre for right of way purposes. Offer of \$1,400.00 approved by Mr. Jackson June 20, 1964.

K.I.D. CANAL-MADISON STREET SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY

R-35912 - Lester V. Compton, et ux. Parcel No. 1: 670 square feet for right of way purposes; Parcel No. 2: 413.5 square feet for permanent easement. Offer of \$1,772.00 approved by Mr. Jackson June 12, 1964.

R-35913 - Alvaro N. Beals, et ux. Parcel No. 1: 1,720 square feet for right of way purposes; Parcel No. 2: 1,050 square feet for permanent easement. Offer of \$2,400.00 approved by Mr. Jackson May 21, 1964.

R-36572 - L. D. Gass, et ux. Parcel No. 1: 50 square feet for right of way purposes; Parcel No. 2: 1,250 square feet for permanent easement. Offer of \$125.00 approved by Mr. Jackson June 29, 1964.

NEHALEM BAY STATE PARK

R-35226 - Vernon L. Brewer, et ux. 20,000 square feet for park purposes. Offer of \$1,200.00 approved by Mr. Simpson June 10, 1964.

R-35277 - Lena Mayer. 10,000 square feet for park purposes. Offer of \$200.00 approved by Mr. Simpson June 10, 1964.

R-35279 - Harry Leslie Blue. 8,000 square feet for park purposes. Offer of \$550.00 approved by Mr. Simpson June 11, 1964.

R-35280 - Richard A. Blue. 5,000 square feet for park purposes. Offer of \$200.00 approved by Mr. Simpson June 11, 1964.

R-35311 - George H. Weber, et ux. 30,000 square feet for park purposes. Offer of \$5,350.00 approved by Mr. Jackson June 20, 1964.

NEWPORT-TOLEDO SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-36761 - Everett S. Lawrence, et ux. 4.4 acres for waste disposal purposes. Offer of \$1,000.00 approved by Mr. Jackson May 25, 1964.

NORTH JEFFERSON JUNCTION-ALBANY SECTION OF THE PACIFIC HIGHWAY

R-31245 - Ralph DeVilbiss, et ux. Acquisition of access. Offer of \$100.00 approved by Mr. Jackson June 29, 1964.

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ROBERTS MT.-MYRTLE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36504 - Chester F. Ratti, et ux. Parcel No. 1: 2.4 acres for right of way purposes; Parcel No. 2: 16.7 acres for right of way purposes; Parcel No. 3: 1.3 acres for right of way purposes; Parcel No. 4: 0.33 acre for right of way purposes. Offer of \$8,020.00 approved by Mr. Jackson June 5, 1964.

SEXTON MOUNTAIN-JUMPOFF JOE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36531 - Loraine W. Grimes. Parcel No. 1: 0.12 acre for right of way purposes; Parcel No. 2: 1.48 acres for right of way purposes. Offer of \$655.00 approved by Mr. Jackson May 18, 1964.

R-36533 - W. O. Condray, et ux. 2.0 acres for right of way purposes. Offer of \$370.00 approved by Mr. Jackson June 10, 1964.

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

R-32668 - William E. Riverman, et ux. 0.43 acre for right of way purposes. Offer of \$24,500.00 approved by Mr. Jackson June 12, 1964.

R-33288 - Edward J. Vancoelen. 0.45 acre for right of way purposes. Offer of \$13,000.00 approved by Mr. Jackson June 10, 1964.

Orders received from the Public Utility Commissioner regarding highway crossing matters were presented by the Assistant Counsel. The Commission accepted the report summarized as follows:

PUX 524: Application of Crown Zellerbach Corporation to construct private truck road crossings on the Astoria-Jewell Section of the Nehalem Secondary Highway No. 102 near M. P. 17.65 and M. P. 17.88, in Clatsop County. The permit was granted at M. P. 17.88 and the request was withdrawn at M. P. 17.65. The applicant is to make the installation at its expense and maintain the crossing. Sight distance is to be a minimum of 850 feet and public liability and property damage insurance is to be provided by the applicant.

PUX 541: Application of Portland Traction Company for an exemption from the provisions of Div. IV, Sub. 2 of the Rules and Regulations of the Public Utility Commissioner of Oregon and for authority to modify the existing signal installation at Jennings Lodge on the Pacific Highway East in Clackamas County. Signals for train movements across the highway are to be controlled manually by the railroad conductor. Railroad and Highway Department will each at its own cost maintain its signal equipment now installed at the crossing.

A quarterly report of property damage claims was presented by the Assistant Counsel and accepted by the Commission. During the months of April, May and June, 1964, \$14,174.37 was collected.

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A brief report of legal proceedings commenced since the last Commission meeting was made by the Assistant Counsel. He reported that Kuckenberg Construction Company, Inc., seeks to recover damages in the amount of \$26,524.60 allegedly arising out of work done under State Highway Contract No. 5871, Banfield Interchange, Structure A, East Bank Freeway Section of the Pacific Highway in Portland. The Commission accepted the report.

A City of Portland ordinance was presented by the Assistant Counsel changing the zoning of Lots 3 and 4 in Block 50, Holladay's Addition on the East Bank Freeway Section of the Pacific Highway from Zone AIDS to Zone M3DS. The proposed ordinance, he said, has been examined and will not be detrimental to the interests of the Highway Department. He commented that acceptance of the ordinance will allow parking under one of the structures in the lots mentioned and a lessee has been found who will pay \$4,000 annually for the parking privilege. Chairman Jackson inquired if the annual lease amount is based on appraised value. The Right of Way Engineer stated that the proposed lease amount is a fair price and that originally the lessee had offered much less. Commissioner Fridley inquired if the lease arrangements had been approved by the Bureau of Public Roads. The Assistant Counsel said oral consent has been given but has not yet been placed in writing. Following his favorable recommendation, the Commission approved the ordinance and authorized the Secretary to sign an acceptance form.

The resignation of Mr. Leo Nuttman from the legal staff was reported by the Assistant Counsel. He also presented a list of salary adjustments for members of the legal staff effective July 1, 1964. He requested authority to hire a replacement for Mr. Nuttman at an appropriate salary. The Commission approved the replacement and increases in salaries for attorneys as follows, subject to approval by the Attorney General:

Name	Appointed	Rank	Present Salary	Recomm. Increase
McKinney	2-15-60	Section Head	\$1,070	\$1,110
Anderson	11-1-59	Senior Attorney	950	990
Hampton	3-13-54	Senior Attorney	950	990
Holland	12-18-56	Senior Attorney	950	990
Sorensen	5-22-57	Senior Attorney	880	915
Sollis	11-14-60	Inter. Attorney	745	775
Kuhn	8-1-57	Senior Attorney	950	990
Nuttman	10-1-56	Senior Attorney	810	same
Hershberger	5-1-61	Inter. Attorney	745	775
Viducich	3-1-59	Inter. Attorney	745	775
Irvin	1-1-62	Inter. Attorney	655	715

A supplemental agreement with Union Pacific Railroad Company presented by the Assistant Counsel provided for an extension of time for completion of work on the undercrossing under the railroad tracks on FAS 654, Marine Drive-N. E. Shaver Section, (N. E. 122nd Avenue and Sandy Boulevard) in Multnomah County. The existing agreement, he said, ends in July and the supplemental agreement is for a one-year extension. The Commission approved the supplemental agreement.

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The matter of increasing the clothing allotment to park employees required to wear special uniforms was brought up by the Engineer. He recalled that in 1957, the Commission had approved an allotment of \$25.00 for wool uniforms and \$15.00 for cotton uniforms. Since that time the cost of uniforms has increased and he recommended that the allowance for uniforms be \$35.00 toward the initial purchase and \$20.00 each year thereafter for replacement. The Commission accepted his recommendation.

The Engineer presented an agreement with the U. S. National Park Service covering an exchange of land in Silver Falls State Park in Marion County. A tract of 400 acres which lies outside the present boundaries of the park was acquired from the United States of America in 1948. It is proposed to exchange this tract for 400 acres owned by the State Board of Forestry located adjacent to the main body of the park. The value of the standing timber on the two properties is not equal and to take care of this, the State Parks Division reserves the timber on 58 acres of the 400 acres to be transferred. The timber is to be sold and the proceeds used to purchase additional land for Silver Falls State Park. Based upon his favorable recommendation the Commission approved the agreement.

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

- (1) Fern Creek Bridge and Culvert on Un-named Creek, Falls City-Fern Corner Section of Falls City Road (FAS 560) in Polk County. Bids received May 26, 1964. Contract No. 6439 awarded May 29, to T & M Construction Company, Salem, low bidder.
- (2) Springfield Traffic Signals at Second and Third Streets at Centennial Boulevard in Lane County. Bids received May 26, 1964. Contract No. 6440 awarded June 1 to L. H. Morris Electric Company, Eugene, low bidder.
- (3) Roadside improvement on North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County. Bids received May 26, 1964. Contract No. 6441 awarded June 3 to E. P. Baltz and Son, Portland, low bidder.
- (4) Grading, paving and traffic signals on Cedar Hills-Walker Road Section of FAS 838 in Washington County. Bids received May 26, 1964. Contract No. 6442 awarded June 4, to Warren Northwest, a Division of Warren Bros. Co., Portland, low bidder.

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(Award of contracts cont.)

- (5) Grading, stone base and paving on Oceanography Research Center Access Road Project in Lincoln County. Bids received May 26, 1964. Contract No. 6443 awarded June 4, to Road and Driveway Co., Inc., and Lewis S. Pickens, Newport, low bidder.
- (6) Grading, stone base, paving, conc. bridge, and highway signing on the Cornelius Pass Road-Cornell Road Section of the Sunset Highway in Washington County. Bids received May 26, 1964. Contract No. 6444 awarded June 5, to Roy L. Houck Sons' Corporation, Salem, low bidder.
- (7) Wallowa River and Hurricane Creek Bridges on Hurricane Creek Road at Enterprise in Wallowa County. Bids received May 26, 1964. Contract No. 6445 awarded June 5, to Hamilton Construction Company, Eugene, low bidder.
- (8) Slide correction on the Corvallis-Newport Highway at M.P. 2 in Lincoln County. Bids received May 26, 1964. Contract No. 6446 awarded June 8, to Access Construction Company, Roseburg, low bidder.
- (9) Grading, paving, and two bridges on Kings Valley School-Maxfield Creek Section of FAS 209 in Benton County. Bids received May 26, 1964. Contract No. 6447 awarded June 9, to Morse Bros., Inc., Lebanon, low bidder.
- (10) Roadbed topping and oiling on Girds Creek-Meyers Canyon Section of the Service Creek-Mitchell Highway in Wheeler County. Bids received May 26, 1964. Contract No. 6448 awarded June 9, 1964, to Interstate Paving Company, The Dalles, low bidder.
- (11) Grading and grid rolled cinder base on Rocky Point Section of FAS 420 in Klamath County. Bids received May 26, 1964. Contract No. 6449 awarded June 11, to J. M. Arenz, Portland, low bidder.
- (12) Grading Camp Creek Section of FAS 608 in Clatsop County. Bids received June 24, 1964. Contract No. 6464 awarded June 29, to Grimstad and Vanderveldt, Inc., Astoria, low bidder.
- (13) Stone level course and oiling on Plush-Fishlake Section of FAS 807 in Lake County. Bids received June 24, 1964. Contract No. 6465 awarded July 3, to J. C. Compton Company, McMinnville, low bidder.

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(Award of contracts cont.)

- (14) Milton Creek Bridge on Pittsburg Road in Columbia County. Bids received June 24, 1964. Contract No. 6466 awarded July 9, to E. F. Philpott, Tigard, low bidder.

The matter of new alignment for the section of the Hillsboro-Silverton Highway between Mt. Angel and Silverton in Marion County was presented by the Engineer. He pointed out that the existing highway is a circuitous route and is of obsolete design. It is desirable to relocate the highway paralleling the easterly side of the Southern Pacific railroad track with a saving of one and one-half miles in distance and the elimination of two railroad crossings. He estimated cost of construction at \$1,000,000 plus \$200,000 for right of way. The Board of Commissioners for Marion County has agreed to take over the old section of highway to be replaced by new construction. He requested and the Commission authorized that public hearings be held to clear the way for right of way acquisition.

A survey was presented by the Engineer for relocation of the Toledo Section of the Corvallis-Newport Highway in Lincoln County. A public hearing was held on the proposed relocation May 27, 1964. The only objection was made by the hospital which was constructed after the field survey work was completed. The alignment has been revised to avoid hospital property. He estimated cost of construction at \$1,200,000 plus \$250,000 for right of way. Based upon his favorable recommendation, the Commission approved the survey and thereupon adopted "Survey Resolution No. 285", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to payment of a water damage claim in the amount of \$123.00 to Newberg Radio & TV Center in Newberg. The Engineer stated that in January, 1964, an extremely heavy rainstorm had caused some flooding of the Radio & TV Center in Newberg apparently caused by the blockage of drain along the old 99W highway. This condition, he added, has been corrected by the addition of drain tile. Field investigation indicates that the claim is reasonable and just and he recommended that it be paid, with the claimant to sign a full release of all claims. The Commission approved payment of the claim.

The Commission considered a request from Clatsop County for an FAS county road project. The Engineer stated that the project has been investigated and is eligible for construction. The Commission approved the following project and authorized the Secretary to sign a construction agreement when it is prepared.

County	FAS	Section & Description	Programmed Amount	FAS Funds
Clatsop	912	Reierson Bridge, Nehalem River. Structure	\$ 153,000	1965

(Tabulation cont. on following page)

TOTAL.....\$ 153,000

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SUMMARY BY FISCAL YEARS	1964	1965	Total
Allocated Funds	\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects, Corrected to Date	<u>3,746,000</u>	<u>1,815,000</u>	<u>5,561,000</u>
Unprogrammed Balance	\$ --	\$1,979,000	\$1,979,000
Project Proposed 6/25/64	<u>--</u>	<u>153,000</u>	<u>153,000</u>
Unprogrammed Balance	\$ --	\$1,826,000	\$1,826,000

The Commission also considered requests from Gilliam, Marion and Multnomah Counties for FAS projects totaling \$460,000. These projects, the Engineer said, have been investigated and are eligible for construction with FAS funds. The Commission approved the following projects and authorized the Secretary to sign construction agreements when they are prepared.

County	FAS	Section & Description	Programmed Amount	FAS Funds
Gilliam	720	Condon Canyon Culvert. Structure.	\$ 15,000	1965
Marion	590	Mill Creek (Turner) Bridge. Structure.	\$ 40,000	1965
	741	Sunnyview Avenue-Center Street. Grade and pave, 0.95 mile.	\$ 275,000	1965
Multnomah	913	NE 223rd Avenue Undercrossing of Union Pacific Railroad. Structure.	\$ 130,000	1965
TOTAL.....			\$ 460,000	

SUMMARY BY FISCAL YEARS	1964	1965	Total
Allocated Funds	\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects (Corrected to Date)	<u>3,746,000</u>	<u>2,075,000</u>	<u>5,821,000</u>
Unprogrammed Balance	\$ --	\$1,719,000	\$1,719,000
Projects Proposed 7/14/64	<u>--</u>	<u>460,000</u>	<u>460,000</u>
Unprogrammed Balance	\$ --	\$1,259,000	\$1,259,000

An increase of \$130,945 in project authorization on Contract No. 6299 for grading and paving on the West Unit, Arlington-Heppner Junction Section on the Columbia River Highway in Gilliam County was requested by the Engineer. The overrun of 19.3 per cent, he said, was caused by a large slide which required removal of a great deal of material for stabilization purposes. The Commission approved the increase.

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The Engineer also requested an increase of \$26,930 in project authorization on Contract No. 6328 for grading and oiling on the Saddle Butte-Diamond Junction Section on the Frenchglen Highway in Harney County. Principal cause of the 7.31 per cent overrun, he said, was the use of additional equipment for grading, additional drilling equipment and an increase in the amount of water needed for compaction of the roadbed. The Commission approved the increase.

An increase in the amount of \$11,000 in project authorization on Contract No. 6446 for correction of a slide on the Corvallis-Newport Highway in Lincoln County was requested by the Engineer. This increase, he said, was caused by the inadvertent omission of the cost of emergency work done in January and February, 1964, by State Forces. The Commission approved the increase.

The matter of designating a route number on the Mapleton-Eugene Highway in Lane County was discussed. The Engineer recalled that several attempts had been made to secure national route number 126 on this highway but because of certain deficiencies that still exist, the request had been denied. The highway is of sufficient importance to justify the use of a route number, and as a US route number cannot be used, he recommended that the Mapleton-Eugene Highway be designated as ORE126 from its junction with the Pacific Highway West in Eugene to its junction with the Siuslaw Highway at Mapleton. The Commission approved the designation.

Two requests for increases in the number of workdays within which to complete highway construction without assessment of liquidated damages were presented by the Engineer. He outlined briefly the pertinent facts in each instance and made his recommendation as to action to be taken. After considering the Engineer's recommendation and other available information, the Commission took action on the requests as follows:

- (1) Don Greene Construction, Inc., Contract No. 6328, for grading and oiling on the Saddle Butte-Diamond Junction Section on the Frenchglen Secondary Highway in Harney County, requested an increase from 140 to 150 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request. Approval of the Bureau of Public Roads is not required as this is a secondary federal-aid project.
- (2) Donald M. Drake Co., Contract No. 6331, for grading, paving, structures and signing on the S. W. Broadway-Ross Island Bridge Section on the Pacific and Stadium Freeway Highways in Multnomah County, requested that the specified completion date for the work be advanced 15 days without assessment of liquidated damages. The Engineer stated that the strike of the labor union actually delayed the contractor 16 days and he recommended an extension in that amount without assessment of liquidated damages. The Commission approved the extension with the understanding that it has been approved by the Bureau of Public Roads.

The Engineer reported that Contract Nos. 6231, 6233, 6254, 6256, 6280, 6301, 6338, 6341, 6343, 6350, 6368, 6374, 6379, 6381, 6390, 6409, 6414, 6416, and 6421 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. 133", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

In connection with \$4,000,000 in bonds authorized by the Legislature for improvement of The Dalles-California Highway, (US197) the Engineer reported that three sections are completed or nearly completed and a balance of bond funds of approximately \$650,000 remains unobligated. He recommended for construction a section slightly over two miles in length south of White River which connects to the existing highway at Oak Springs Road. The survey for this section has already been approved with the Tygh Grade Section and the right of way has been acquired. However, he estimated cost of construction at \$775,000 which will require approximately \$125,000 of State funds. The Commission approved the construction as recommended and the expenditure of approximately \$125,000 of State funds.

The Commission considered an agreement with Oregon Welcome Committee to increase and augment the services rendered by the Travel Information Division to Chambers of Commerce, travel organizations, and other groups concerned with the promotion of tourism. The Engineer commented that the Welcome Committee has the necessary qualifications to undertake the service outlined under the terms of the agreement which covers one year beginning June 1, 1964. The State will pay to the Committee not to exceed \$8,400 for labor and \$4,000 for expenses. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered and, based upon the favorable recommendation of the Engineer, approved payment to the Highway Research Board of \$10,813 to support the Highway Research Correlation Service. The material furnished by the Research Board, the Engineer stated, is very valuable in keeping Highway Department personnel abreast of current and pending highway developments. This expenditure, he added, is for the fiscal year beginning July 1, 1964, and is eligible for federal-aid as a Highway Planning Service Program. The Commission approved the expenditure and authorized the Secretary to sign a subscription memorandum in their behalf.

The Commission considered a recommendation by the Engineer for improvement of approximately three miles of the Oregon Coast Highway between the new Otis Junction and the City of Oceanlake, and approximately 8.8 miles of the Salmon River Highway between the new Otis Junction and the Van Duzer Wayside. The Engineer explained that the proposed improvement would consist principally of reshaping and surfacing the shoulders. He estimated the cost at \$300,000 and recommended that it be performed as a part of the State Construction Program. The Commission approved the project as presented.

A resolution was presented by the Engineer providing for distribution of the ten per cent of motor vehicle fees accrued to cities during the first six months of the year 1964. The allocation, he commented, has been computed as authorized by law. The Commission thereupon adopted a "City Allocations of State Gas Tax Funds Resolution", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer reported that Contract No. 6427 presently under way on the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County will complete the work plans on this highway except for 1.86 miles between Garden Road and Corvallis. It was his opinion that it is desirable to complete the 1.86 mile section under the present contract. The contractor has given assurance that he will do the additional work at his contract bid prices. A slight amount of grading work will be required which is proposed to be done on an equipment rental basis which the contractor has proposed to perform at about 13 percent below AGC rates. He estimated cost of the work at \$72,000 and recommended that it be performed. The Commission approved the project.

The Engineer presented several resolutions establishing, revising or rescinding speed zones on sections of state highways. These resolutions, he commented, are the results of continuing investigations to bring speed zones in line with present traffic conditions. Upon his favorable recommendation, the Commission adopted "Speed Zone Resolutions Nos. 459 through 465", which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

- (1) "Speed Zone Resolution No. 459" establishes a 70 MPH speed zone on the Rufus-Watchmans Dip Section of the Columbia River Highway in Sherman and Gilliam Counties. The speed zone is to become effective when signs have been installed and the highway is completed to Interstate standards.
- (2) "Speed Zone Resolution No. 460" establishes a 70 MPH speed zone on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, to become effective when signs have been installed and the highway has been completed to Interstate standards.
- (3) "Speed Zone Resolution No. 461" rescinds "Speed Zone Resolution No. 125", adopted December 10, 1953, south of Bandon on the Oregon Coast Highway in Coos County. This action will allow the basic rule to prevail.
- (4) "Speed Zone Resolution No. 462" rescinds "Speed Zone Resolution No. 41", adopted July 26, 1950, and establishes 30 and 45 MPH speed zones, including

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school zones, in the rural areas adjacent to the City of Prineville on the Ochoco Highway in Crook County.

- (5) "Speed Zone Resolution No. 463" rescinds "Speed Zone Resolution No. 307", adopted August 13, 1959, and establishes a 40 MPH speed zone between the east city limits of Ashland and a point east of the Pacific Highway on the Green Springs Highway in Jackson County.
- (6) "Speed Zone Resolution No. 464" rescinds "Speed Zone Resolution No. 174", adopted October 28, 1954, "Speed Zone Resolution No. 287", adopted March 5, 1959, and a portion of "Speed Zone Resolution No. 121", adopted September 24, 1953, and establishes 40 and 50 MPH speed zones south of the city limits of Florence on the Oregon Coast Highway in Lane County.
- (7) "Speed Zone Resolution No. 465" establishes a 35 MPH speed zone adjoining the northerly south city limits of Sutherlin on the Elkton-Sutherlin Highway in Douglas County.

The Engineer reported that traffic conditions on the Yamhill-Newberg Highway No. 151 at the intersection of Main and Illinois Streets in Newberg have changed so that it is desirable to change the existing stop requirements at this intersection. He recommended that "Through Highways and Stop Signs Resolution No. 13", dated September 21, 1949, be amended so that at the intersection of Main and Illinois Streets in Newberg all traffic eastbound on the Yamhill-Newberg Highway shall stop, with the exception of traffic making a right turn from west to south. The Commission accepted his recommendation and thereupon adopted "Through Highways and Stop Signs Resolution No. 13-n", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed the Engineer's removal on June 8, 1964, at 8:00 a.m., of a reduced load limit on Lake of the Woods Highway No. 270 from M. P. 29.54, east of the junction with the road to Fish Lake Resort, to M. P. 36.11, at the junction with the Dead Indian County Road. The load limit on this section in Jackson and Klamath Counties was placed on December 10, 1963.

The Commission confirmed approval given by Commissioner Fridley on June 9, 1964, for the Secretary to sign a "Consent to Annexation" to the City of The Dalles, involving three tracts of property along the Columbia River Highway and the Mosier-The Dalles Highway in Wasco County.

The Commission considered an "Assignment of Contracts" form by means of which Warren Northwest, Inc., a contracting firm, merges with Warren Brothers Company. The Engineer stated that the assignment form

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involves existing Contract Nos. 6247, 6272, 6397, and 6398. In effect, this provides assignment of the contractual obligations of Warren Northwest, Inc., to Warren Northwest, a Division of Warren Brothers Company. Based upon his favorable recommendation, the Commission approved the assignment and authorized the Secretary to sign it in their behalf.

Consideration also was given to extension of an agreement with Cole & Weber, Inc., to handle the advertising for the Travel and Information Division. The Engineer commented that it appears prudent, before making a selection of the advertising agency for the next five-year period, that action be delayed until the study being made by Ebasco Services, Inc., concerning tourism has been completed. It is anticipated that the Ebasco study will be completed by July 31, 1964. He recommended that the agreement with Cole & Weber, Inc., be extended from June 30, 1964, to August 31, 1964, and that the Secretary be authorized to sign the agreement in behalf of the Commission. The Commission accepted his recommendation. (A short time later the Commission authorized the Engineer to extend the contract for one year.

An agreement between the State and Jackson County concerning construction of a connection of a county road to the Crater Lake Highway near the community of Prospect was considered. The Engineer stated that the County is to construct and maintain the connection at its expense and is also to construct a 240-foot deceleration lane leading onto the county road from the existing Crater Lake Highway. This lane is to be maintained by the State upon completion of the project. Following his favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Extension of an agreement with Union Pacific Railroad Company in connection with the design of the Fremont Bridge in Portland was considered. The Engineer said that in order to carry on survey work, bridge foundation investigations and other activities, it is necessary to work on the Railroad Company's property at the Albina Yards. The present agreement expires November 25, 1964, and he recommended that it be extended to November 25, 1965. The Commission approved extension of the agreement.

Attention was given to an agreement with the City of Medford covering installation of traffic signals at the intersection of Rogue Valley Highway and 9th Street in Medford. The agreement, the Engineer stated, provides that the City shall maintain the signals upon completion of the project and provide for all electrical energy used. The State is to furnish the equipment estimated to cost \$2,600 and the City is to make the installation. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission also considered an agreement with the City of Springfield for the installation of a traffic signal at the intersection of the McKenzie Highway and 28th Street in Springfield. Under terms of the agreement, the Engineer said that the State is to award the contract for construction, the cost of which he estimated at \$20,000, to be shared equally by the State and the City. Upon completion the City is to maintain the

signals and pay for all electrical energy consumed. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Consideration was given to a request from the City of Springfield for a cooperative project to remove a jog at 28th Street as it crosses the McKenzie Highway. A hazardous and congested traffic situation has developed caused by left-turn movements and by a general increase in traffic. To alleviate the situation the Engineer recommended removal of the jog, at an estimated total cost of \$108,000, on the basis that the State will pay 75 percent and the City 25 percent. Without making any formal commitment as to construction date, the Engineer stated it would be highly desirable to acquire the right of way at this time, which he estimated would cost approximately \$62,000. The Commission approved the project as presented and authorized the Secretary to sign in their behalf a construction agreement covering the project.

The Commission considered a supplemental throughway agreement with Douglas County on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County. The Engineer commented that the agreement provides for closure of existing county roads, construction of interchanges at Clarks Branch Road and Boomer Hill Road, and construction of frontage roads. The agreement modifies and supplements an agreement dated February 24, 1954, and supersedes a county resolution of September 11, 1954, on the Booth Ranch-Myrtle Creek Unit. Based upon the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Southern Pacific Company in connection with construction of the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County was considered. In addition to construction costs, the Engineer estimated that it will cost the railroad approximately \$22,000 for changes in signals, communication facilities and other railroad items. These expenses are eligible for Federal reimbursement on the normal Interstate ratio. The Commission accepted his recommendation for approval of the agreement.

The Commission also considered an agreement with Southern Pacific Company concerning construction of the Wall Creek-Siskiyou Station Section of the Pacific Highway in Jackson County. In converting this section to Interstate standards the Engineer said that a new undercrossing of the railroad must be built. In addition to the construction cost he estimated that it would cost the Railroad approximately \$31,500 for other expenses, which are eligible for Federal reimbursement on the normal Interstate ratio. Following his favorable recommendation the Commission approved the agreement and also a form of Indenture required by the project.

Another agreement with Southern Pacific Company concerning the interconnection of traffic signals with the railroad signal at Centennial Boulevard on the Second and Third Street Couplet in the City of Springfield was considered. An agreement, the Engineer said, has been worked out with the Railroad Company covering the desired changes, and he recommended that it be approved. The Commission accepted his recommendation.

A resolution was presented by the Engineer covering abandonment to abutting property owners of a portion of the old Yach Bridge-Weed Bridge Section of the Little Nestucca Highway in Tillamook County. The relocated portion of the highway, the Engineer said, has been constructed and several sections of old right of way are no longer needed, and he recommended that they be abandoned. The Commission accepted his recommendation and thereupon adopted "Abandonment & Retention Resolution No. 421", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered an abandonment agreement with Lincoln County on the East Unit, Toledo-Pioneer Mt. Section of the Corvallis-Newport Highway in Lincoln County. The Engineer commented that upon completion of relocation and construction of the East Unit, the County has agreed to accept jurisdiction of a part of the old highway which will no longer be needed for highway purposes. He recommended that the agreement 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 and, upon the favorable recommendation of the Engineer, approved an abandonment agreement with Marion County, the City of Silverton, and the City of Mt. Angel providing for abandonment of the old section of the Hillsboro-Silverton Highway No. 140 between Mt. Angel and Silverton, Marion County, when the new section is completed. The Engineer commented that Marion County has agreed to accept the old section outside the city limits of Silverton and Mt. Angel. The Cities of Silverton and Mt. Angel have agreed to take over the old sections which lie within their respective city limits. The Secretary was authorized to sign the agreement in behalf of the Commission.

An abandonment agreement with Tillamook County covering abandonment and redesignation of the Pacific City-Neskowin Section of the Oregon Coast Highway and the Little Nestucca Highway in Tillamook County was considered. The Engineer stated that upon relocation and completion of the Oregon Coast Highway between Pacific City and Neskowin the County is to accept as a part of the county road system portions of the old highway. The State is to redesignate that section of existing Oregon Coast Highway from its intersection with the Little Nestucca Secondary Highway to its intersection with Brooten Road as a part of Secondary Highway No. 130 and accept Brooten Road and Pacific Avenue in Pacific City as an extension of Secondary Highway No. 130. The Commission approved the agreement following the Engineer's favorable recommendation and authorized the Secretary to sign it in their behalf.

An agreement with the City of Portland covering traffic signal installations at intersections of the Sunset Highway with S. W. 13th Avenue was presented by the Engineer. He commented that the City is to install the signals and pay all costs in the first instance. Upon completion the State is to be billed for one-half the actual cost, estimated to be \$3,000 out of a total of \$6,000. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Attention was given to an agreement with the City of Portland concerning the City's proposal to widen S.W. Front Avenue between S.W. Grant and S. W. Harrison Streets. Under the agreement, the Engineer said that the State is to deed to the City for street purposes only a parcel of land abutting S. W. Front Avenue between S. W. Grant and S. W. Harrison Streets, and the City at its expense is to perform all of the work, assume maintenance of the parcel of land and responsibility for any damage to State-owned improvements. Based upon the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Engineer presented an agreement between the State and Lane County covering traffic signal installation on Belt Line Road at the intersection of the Pacific Highway West and the Junction City-Eugene Highway in Lane County. The State is to construct or contract the project and the cost, which is estimated at \$26,000, is to be shared equally between the State and the County. The County is to assume all costs of maintenance and electrical energy to operate the signals. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Consideration was given to an agreement with the City of Grants Pass for construction of the Midland Avenue-Morgan Lane Section of the Redwood Highway No. 25 (N. 6th Street) as a cooperative project. The Engineer stated that the State is to award contracts and supervise the project, which he estimated to cost \$88,000. The cost is to be shared 75 percent by the State and 25 percent by the City. The City is to pay the State \$6,000 in addition to the stipulated 25 percent for items requested by the City. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Engineer recommended renewal of an agreement with the Oregon State Board of Higher Education (Oregon State University) for continuance of a soil sampling and testing program. This agreement, he remarked, has been in effect for the past few years and he recommended that it be extended for a one-year period, beginning July 1, 1964, at a cost not to exceed \$5,000. The project is eligible for Federal assistance with HPS funds. The Commission approved extension of the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with the City of Newberg for joint financing of an illumination project on the Parkview-River Street Section of the Pacific Highway West in Yamhill County. The Engineer explained that the State is to prepare plans and participate in the cost in an amount not to exceed \$2,300. The City is to pay one-half the actual cost, or in excess of \$2,300, whichever is greater, and maintain and furnish electrical energy for the luminaire units. The Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to a cooperative construction agreement with the City of Corvallis concerning construction of the First Street-Fourth Street Section of the Corvallis-Lebanon Secondary Highway No. 210 (Van Buren Street). Under the agreement, the Engineer said, the City of Corvallis is

to prepare plans and supervise construction. The State is to approve the plans and pay 50 percent of the cost of the project, or approximately \$12,000 out of an estimated total of \$24,000. Following his favorable recommendation, 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 May 28, 1964.

The Commission confirmed the date for the next meeting on Thursday, August 27, 1964, in the Conference Room of the State Highway Building, Salem. A tentative date for the following meeting was set for Thursday, October 8, 1964.

The Commission confirmed its award of contracts made on June 26, 1964, and July 13, 1964, for bids received June 24, 1964, as follows, and authorized the Secretary to sign the contracts in their behalf:

BIDS RECEIVED IN SALEM ON JUNE 24, 1964

"Completion of substructure for steel spans, Columbia River Bridge, Astoria, Oregon, Pt. Ellice, Washington Section, US 101 in Clatsop County, Oregon-Pacific County, Washington. Federal-Aid Project No. U-F-003-1(14). Two bids were received. The Commission awarded the contract on July 13, 1964, to the low bidder, Raymond International, Inc., under Alternate "A" for the sum of \$5,358,964.00, conditioned upon the material and equipment, listed in the bid proposal and now in the possession of the DeLong Corporation being available to Raymond International for completion of the sub-structure of the Astoria Bridge, in accordance with the design, plans and specification for such completion at no additional cost to the State of Oregon for the use of such material and equipment.

"Grading on Camp Creek Section of FAS 608, south of Warrenton in Clatsop County. FAP No. S-195(3). Four bids were received. The Commission on June 26, 1964, elected to accept the low bid of Grimstad and Vanderveldt, Inc., Astoria, in the sum of \$13,232.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Clatsop County is received and the sum of \$3,000.00 is deposited by the County.

"Grading and paving on Clatskanie (Nehalem St.) Section, city street in Columbia County. State Project. Three bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, St. Helens Paving Company, St. Helens, at \$10,774.00.

"Milton Creek Bridge on Pittsburg Road at the northwesterly city limits of St. Helens in Columbia County. Federal-aid Project No. S-421(1). Four bids were received. The Commission on June 26, 1964, elected to accept the low bid of E. F. Philpott, Tigard, in the sum of \$34,040.00 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 \$7,700.00 is deposited by the County.

"Grading and paving on Powers (2nd Ave.) Section, city street in Coos County. State Project. Two bids were received. The Commission on June 26, 1964, elected to accept the low bid of Woodward & Son & Barklow, Inc., Coquille, in the sum of \$29,000.80 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Powers is received and the sum of \$14,350.00 is deposited by the City.

July 14, 1964

(Bids received in Salem on June 24, 1964 - Cont.)

"Grading, paving, signing, remove exist. reinf. conc. overcrossing, construct one bridge over railroad and South Umpqua River, and one bridge over county road, widen one exist. bridge, extend one exist. bridge and three retaining walls on Roberts Mt.-Myrtle Cr. Section of Pacific Highway, north of Myrtle Creek in Douglas County. Fed.-Aid Interstate Hwy. Proj. #I-5-2(32)109. Four bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$3,540,351.60.

"Roadside improvement on Elkhead Road-Rice Hill Section of Pacific Highway, near Rice Hill, south of Yoncalla in Douglas County. Federal-aid Interstate Highway Project #I-5-3(61)148. Three bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Knight Percy, Salem, at \$45,696.00.

"Grading and oiling on Long Creek (3rd St.) Section, city street in Grant County. State Project. Two bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Percy E. Jellum Contractor, Inc., Pendleton, at \$12,700.00.

"Grading, stone base, plant-mix bit. base, paving, plate girder struct. and highway signs on Wall Creek-Siskiyou Station Section of Pacific Highway, south of Ashland in Jackson County. Three bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Slate-Hall, Portland, at \$2,783,684.50.

"Jumpoff Joe Creek-Louse Creek Sign Installation on Pacific Highway, north of Grants Pass in Josephine County. Federal-aid Interstate Highway Project No. I-5-2(34)62. Two bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Stillwell Construction Company, Seattle, Washington, at \$23,256.55.

"Paving on Crescent Cr. Rd.-Crescent Section of The Dalles-California Highway at Crescent in Klamath County. State Project. Four bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Babler Bros., Inc., Portland, at \$149,838.00.

"Buildings at Lake of the Woods Maintenance Station, northwest of Klamath Falls in Klamath County. State Project. This project was withdrawn from the letting.

"Stone level course and oiling on Plush-Fishlake Section of FAS 807 at Plush, northeast of Lakeview in Lake County. FAP No. S-422(1). Three bids were received. The Commission on June 26, 1964, elected to accept the low bid of J. C. Compton Company, McMinnville, in the sum of \$42,516.00 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 \$9,700.00 is deposited by the County.

July 14, 1964

(Bids received in Salem on June 24, 1964 - Cont.)

"Grading and paving on Belt Line Road-Prairie Road Section of Pacific Highway, north of Eugene in Lane County. State Project. Two bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, McKenzie Road and Driveway Co., Eugene, at \$168,901.05.

"Grading and paving on Creswell (Ore. Ave.) Section in Creswell in Lane County. State Project. Three bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Wildish Construction Co., Eugene, at \$12,323.00.

"Tenmile Creek-Florence Rock Production Project on Oregon Coast Highway, north of Florence in Lane County. State Project. No bids were received.

"Grading and paving on Follyfarm-Scotts Butte Section of Crane-Scotts Butte Highway, southeast of Burns in Malheur County. FAP No. FLH-8(3). Two bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Page Paving Co., Salem, at \$509,492.00.

"Stone base and paving on Falls City (Bridge Street) Section, city street in Polk County. State Project. Three bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Salem Road & Driveway Company, Salem, at \$16,400.00.

"Paving on Tillamook River-Tillamook Section of Netarts Highway at Tillamook in Tillamook County. State Project. The Commission on June 26, 1964, awarded the contract to the only bidder, The United Contracting Company, Portland, at \$28,647.00.

"Pendleton-Hilgard Rock Production Project on Old Oregon Trail Highway, near Meacham in Umatilla and Union Counties. State Project. The Commission on June 26, 1964, awarded the contract to the only bidder, Arthur Simonsen and Co., Baker, at \$87,550.00.

"Minam-Lostine Rock Production Project on Wallowa Lake Highway in Wallowa County. State Project. One bid only was received from Arthur Simonsen and Co. who stated that only one project would be accepted at this letting. Bidder awarded above Pendleton-Hilgard Rock Production Project. This project to be readvertised.

"Structure, grading and paving on Hawn Creek Bridge Section on East Main Street in Carlton in Yamhill County. State Project. Five bids were received. The Commission on June 26, 1964, awarded the contract to the low bidder, Jack Squires, General Contractor, McMinnville, at \$14,794.00.

The Engineer presented a tabulation of bids received July 13, 1964, for highway construction and other 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 8:40 p.m. the Commission awarded contracts as follows and authorized the Secretary to sign them in their behalf:

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BIDS RECEIVED IN SALEM ON JULY 13, 1964

"Baker Rock Production Project on four highways near Baker in Baker County. State Project. One bid was received and rejected as being too high.

"Corvallis Traffic Signal Installation at Second, Third and Fourth Streets on Corvallis-Lebanon Highway (Harrison & VanBuren Sts.) in Benton County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Madson & Stokes Electrical Contractor, Roseburg, at \$9,931.00.

"Traffic Signal Installation and Revision at intersections of 9th and Harrison Sts., 9th and VanBurn Sts., 9th and Monroe Sts., and 29th and Harrison Sts. in Corvallis in Benton County. City Project. Five bids were received. All bids referred to City of Corvallis for award.

"Grading and paving on Sandy (First Ave.) Section, City Street in Clackamas County. State Project. Two bids were received. The Commission elected to accept the low bid of Oregon Asphaltic Paving Co., Portland, in the sum of \$19,692.10 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Sandy is received and the sum of \$4,000.00 is deposited by the City.

"Hervey Bridge, east of Coquille in Coos County. Federal-aid Project No. S-524(1). Four bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at \$78,213.00.

"Ashland-Klamath County Line Rock Production Project on Green Springs Highway, east of Ashland in Jackson County. State Project. No bids were received for this project.

"Grading, paving and signing on Grave Creek-Jumpoff Joe Creek Section of Pacific Highway, north of Grants Pass in Josephine County. Federal-aid Interstate Highway Project #I-5-2(35)68. Seven bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Medford, at \$2,009,810.00.

"Paving Morgan Lane-N. W. Midland Ave. Section, Redwood Highway in Grants Pass in Josephine County. State Project. One bid was received and rejected as being too high.

"Lake of the Woods Maintenance Station on Lake of the Woods Highway, northwest of Klamath Falls in Klamath County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Jack Mathis General Contractor, Inc., Roseburg, at \$76,869.00.

"Norkenzie Road and Gilham Road Undercrossings on Belt Line Road, north of Eugene in Lane County. Federal-aid Secondary Project No. S-441(4). This project was withdrawn from the letting.

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(Bids received in Salem on July 13, 1964 - Cont.)

"Grading, paving and rock production on Salt Creek Tunnel-Odell Maintenance Station Section on Willamette Highway southeast of Eugene in Lane and Klamath Counties. Two bids were received. The Commission awarded the contract to the low bidder, Page Paving Co., Salem, at \$281,355.00.

"Traffic Signal Installation at intersections of Belt Line Road with Pacific Highway West and Junction City-Eugene Highway, north of Eugene in Lane County. State Project. This project was withdrawn from the letting.

"Traffic Signal Installation at intersection of Belt Line Road with Prairie Road, north of Eugene in Lane County. County Project. This project was withdrawn from the letting.

"Roadside improvement on Union Ave.-Swift Interchange Unit, Minnesota Freeway Section of Pacific Highway, north of Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(54)308. Seven bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz & Son, Portland, at \$62,077.51.

"Roadside improvement on S. Unit, Minnesota Freeway Section of Pacific Highway in Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(53)304. Four bids were received. The Commission awarded the contract to the low bidder, Spragues' Inc. of Washington, Lynnwood, Wn., at \$343,059.14.

"Grading and paving on Marine Drive-N. E. Shaver St. Section of FAS 654, 122nd Ave., northeast of Portland in Multnomah County. FAP No. S-255(8). Three bids were received. The Commission elected to accept the low bid of Warren Northwest, a Division of Warren Brothers, Portland, in the sum of \$206,445.50 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 \$43,800.00 is deposited by the County.

"Grading and paving on Blue Lake-Sundial Section of FAS 647 (N. E. Marine Dr.), northeast of Portland in Multnomah County. FAP No. S-514(2). Three bids were received. The Commission elected to accept the low bid of Oregon Asphaltic Paving Co., Portland, in the sum of \$318,242.00 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 \$67,000.00 is deposited by the County.

"Elgin Rock Production Project on Wallowa Lake and Weston-Elgin Highways, near Elgin in Union County. State Project. The Commission awarded the contract to the only bidder, Clarence Braden Construction Co., Walla Walla, Wn., at \$50,880.00.

"Grading, paving, one concrete structure and highway signs on Cornell Road Interchange Section of Sunset Highway, northwest of Beaverton in Washington County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$358,968.70.

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(Bids received in Salem on July 13, 1964 - Cont.)

"Grading and paving on Tualatin (Nyberg Road E.) Section, city street in Washington County. State Project. The Commission awarded the contract to the only bidder, Warren Northwest, a Division of Warren Brothers, Portland, at \$9,422.50.

"Tenmile Creek-Florence Rock Production Project on Oregon Coast Highway, north of Florence in Lane County. State Project. No bids were received.

"Roadbed widening and paving on Newport Section of Corvallis-Newport Highway in Newport in Lincoln County. State Project. The Commission awarded the contract to the only bidder, Road & Driveway Company, Inc., Newport, at \$31,288.00.

"Minam-Lostine Rock Production Project on Wallowa Lake Highway in Wallowa County. State Project. The Commission awarded the contract to the only bidder, Clarence Braden Construction Co., Walla Walla, Wn., at \$38,870.00.

A deed for 32.19 acres of land from Mary S. Young and Thomas E. Young as a gift for park purposes was presented by the Engineer. He recalled that several months ago the Youngs had deeded to the Commission for park purposes an adjoining tract of 24.1 acres. These areas lie between the Oswego Highway and the Willamette River, north of West Linn in Clackamas County. The Commission accepted the deed with thanks and instructed the Secretary to acknowledge the gift by letter and express the Commission's deep appreciation for the fine gift. The Commission also adopted "State Parks Resolution No. 23a", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Chairman Jackson commented on the need for additional lands for park facilities. The Commission directed that a re-evaluation be made of the Parks Acquisition Program on the basis of using non-improved and improved property locations in areas of need, and that the acquiring of park land be speeded up.

C. W. Ogle, Lake County Judge; Ralph Renner, a rancher; and Gene McCurley, with the First National Bank, all from Lakeview, appeared before the Commission concerning highways in Lake County. Judge Ogle acted as spokesman and introduced the other two members of the delegation. He inquired as to what plans the Commission has for improvement of the Pine Creek Road. The Engineer stated that the section of US395 between Lakeview and Pine Creek has been investigated and a spot survey is being made. Acquisition of right of way in some areas will be necessary. It was his opinion that improvement with State forces could be undertaken in the not too distant future and carried on as funds are available. He mentioned a project involving expenditure of \$40,000 to \$50,000. It was Judge Ogle's thought that there would be no difficulty in securing necessary right of way, and in his

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conversation with the Division Engineer the type of improvement to be undertaken had been agreed upon between them. Chairman Jackson inquired as to the average daily traffic on the "Winnemucca-to-the-Sea" route from the Nevada State Line to Lakeview. The Engineer replied that the latest A.D.T. showed 70 vehicles. Judge Ogle remarked that a count made recently showed 160 vehicles in a day. He then inquired if facilities for a rest stop could be installed along this highway at Daugherty Slide. The Engineer replied that the matter would be investigated. Chairman Jackson then commented that it would take a long time to pay off the investment in construction of the "Winnemucca-to-the-Sea" route with the amount of traffic that is now using it, whether that amount be 70 vehicles per day or 160. It appears that there is a problem of diversion of traffic from this route in Nevada, and he inquired as to the attitude of the Nevada Highway Department regarding directional signs in Nevada. The Engineer recalled that a request had been made for a US route number for this highway but it had been turned down because of certain deficiencies which might not be remedied even when the Lake of the Woods Highway is completed. Chairman Jackson said that contact should be made with Nevada authorities regarding directional signs to this highway and that the people of Lakeview should show the same sort of interest in developing traffic over the road that had been evident in promoting construction. The Commission, he said, is concerned about the low volume of traffic on this highway and he urged that every effort be made to increase it. The Engineer stated that the Oregon State Highway Department has done all it can in the matter of signing and more advertising is needed in order to attract traffic over the route. Mr. Renner expressed appreciation for work that the Commission has done in constructing this highway, and it was his feeling that additional signs and advertising in Nevada would help. Judge Ogle inquired regarding a sign at Sisters urging traffic to go through Winnemucca via Burns. The Engineer replied that the sign is on private land not under the jurisdiction of the Highway Department.

Mr. Robert Ayre, Assistant Administrator in the City of Ashland; Dr. E. C. McGill, Vice President of the Ashland Chamber of Commerce; and Senator L. W. Newbry, all from Ashland, came before the Commission to request additional signing and illumination on the Pacific Highway so that tourists could be advised of facilities that are available in Ashland. Mr. Ayre introduced the members of the delegation and read a letter concerning their problems. He pointed out that the absence of illumination at the interchanges and the absence of signs advising tourists of facilities in Ashland have contributed to a loss of business for some firms in Ashland. He pointed out that Medford and Grants Pass have signs on the freeway which indicate "Down Town" and that Ashland has no such sign. Also, there is no sign indicating Ashland as an official "Tourist Information Center" and there are no signs on the Freeway concerning Southern Oregon College in Ashland such as are placed for the University of Oregon. The City is willing to cooperate, he said, and asked what they can do. Dr. McGill commented concerning the exit signs to Ashland. He suggested that signs be placed on the freeway (northbound) stating "Ashland Next Three Exits". The absence of lighting at the interchanges, he said, has caused tourists to miss seeing the Ashland signs. Senator Newbry commented that the signing installed on the freeway should be the same for the three cities of Grants Pass, Medford and Ashland so that there would be no competitive advantage due to signing. He mentioned the absence of illumination at the Ashland interchanges and the

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lack of uniformity in that some signs say one mile to the next exit and others say two miles. He mentioned also the absence of "Gas, Food and Lodging" signs near Medford while such signs have been installed at Phoenix, Talent and Ashland. Although Medford is a large town, an unknowing tourist might get the impression that no such services are available at Medford. Chairman Jackson stated that the matter would be carefully investigated to see what can be worked out.

Captain Dale Kinney, Secretary, Business Manager of the International Organization of Master Mates and Pilots, Portland, appeared before the Commission concerning hazards in the operation of the Astoria ferries across the Columbia River because of construction of the new bridge. He exhibited a map showing water depth along the route used by the ferries. He pointed out that with certain wind and tide conditions a ferry boat if it was disabled might very easily drift into one of the bridge piers or the bridge superstructure and damage or capsize the ferry. The Operators, Mates, Engineers and all licensed personnel of the ferry, he said, are much concerned about this and some of them have quit, as they have felt that an accident occurring while they were in charge could cost them their operating licenses. He cited an instance of fines up to \$1,000 being imposed in a somewhat similar situation. He asked that the channel be dredged to a greater width or that the ferries be routed the long way around. It was his suggestion that the material from the dredging be placed on the side next to the bridge so that if the ferry was disabled it would run into the sand rather than the bridge. He estimated the cost of dredging at approximately \$200,000. Mr. Pomeroy, one of the contractors on the Astoria Bridge, he said, had indicated that it would cost about \$100,000 to replace three piers if they were damaged by the ferries. On the present routing of the ferries he called attention to the fact that there is a point at which they are only 360 feet from the new bridge. The Chairman stated that an investigation would be made.

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

"Indenture of Access" to the Orville R. Fate and Roland W. Fate property on the Tualatin River-Middleton Section of the Pacific Highway West in Washington County.

"Indenture and Grant of Access" to the Geo. F. and Dora A. Burr property on the Cedar Point-Coquille Section of the Coos Bay-Roseburg Highway in Coos County.

"Grant of Access" to the City of Bandon for 0.23 acre parcel of land on the Bandon Section of Oregon Coast Highway in Coos County.

"Amendment to an agreement" with Union Pacific Railroad Company providing for entry onto the Railroad Company's property by State survey crews to perform work connected with design of Fremont Bridge. Extends time to November 25, 1965.

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"Agreement" with Southern Pacific Company in connection with construction of Roberts Mountain-Myrtle Creek Section of Interstate 5, in Douglas County.

"Agreement and Indenture" with Southern Pacific Company covering construction of the Wall Creek-Siskiyou Station Section of Interstate 5, in Jackson County.

"Agreement" with Southern Pacific Company permitting an inter-connection of traffic signals at intersection of Second and Third Streets with Centennial Boulevard in Springfield with the railroad signal at Centennial Boulevard.

"Lease and Sale of Road Materials and Easement for Hauling Road" agreement with Gilchrist Timber Company to property on the Crescent Creek-Crescent Section of The Dalles-California Highway in Klamath County.

"Bargain & Sale Deed" to Luther Barker for a parcel of land on the Jumpoff Joe Creek-Grants Pass Section of Pacific Highway in Josephine County.

"Bargain & Sale Deed" to Earl E. and Aine D. Hines for a parcel of land on the Philomath Section of Corvallis-Newport Highway in Benton County.

"Bargain & Sale Deed" to Richard Baldwin for a parcel of land on the Klamath Falls-Klamath Straits Section of The Dalles-California Highway in Klamath County.

"Bargain & Sale Deed" to Ernest and Ellen C. Piluso for a parcel of land on the S. W. 11th Ave.-Tigard Interchange Section of Pacific Highway in Multnomah County.

"Agreement" with National Park Service of the United States covering exchange of land in Silver Falls State Park in Marion County.

"Supplemental Agreement" with Union Pacific Railroad Company providing for extension of time for completion of work on the undercrossing under the railroad tracks at N. E. 122nd Avenue and Sandy Boulevard in Multnomah County.

"Agreement" with Oregon Welcome Committee concerning promotion of tourism.

"Subscription Memorandum to Highway Research Board of National Academy of Sciences" for approval of payment of \$10,813 for the fiscal year beginning July 1, 1964.

"Agreement" with Warren Northwest, Inc. consenting to assignment of contractual obligations of Warren Northwest, Inc. to Warren Northwest, a Division of Warren Brothers Company.

"Agreement" with Jackson County regarding construction of Prospect connection near community of Prospect, on Cascade Gorge-Prospect Section, Crater Lake Highway, Jackson County.

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"Agreement" with City of Medford for installation of traffic signal at intersection of Rogue Valley Highway and Ninth Street in Medford.

"Agreement" with City of Springfield for installation of a traffic signal at intersection of McKenzie Highway and 28th Street.

"Cooperative Construction Agreement" with City of Springfield covering the Main Street and 28th Street Section of McKenzie Highway.

"Supplemental Throughway Agreement" with Douglas County covering the Roberts Mountain-Myrtle Creek Section of Pacific Highway (I-5).

"Abandonment Agreement" with Lincoln County covering the East Unit, Toledo-Pioneer Mountain Section of Corvallis-Newport Highway.

"Agreement" with Marion County, City of Silverton and City of Mt. Angel providing for abandonment of the old highway (Hillsboro-Silverton Highway) from Mt. Angel to Silverton.

"Agreement" with Tillamook County covering abandonment and redesignation of the Pacific City-Neskowin Section of the Oregon Coast Highway and Little Nestucca Highway.

"Agreement" with City of Portland covering a traffic signal installation at intersection of Sunset Highway (S.W. Jefferson and S. W. Columbia Sts.) with S. W. 13th Avenue.

"Agreement" with City of Portland concerning the City's proposal to widen S. W. Front Avenue between S. W. Grant Street and S. W. Harrison Street.

"Agreement" with Lane County covering traffic signal installations on Belt Line Road at intersections of Pacific Highway West and Junction City-Eugene Highway.

"Agreement" with City of Grants Pass for a cooperative construction agreement covering the Midland Avenue-Morgan Lane Section of Redwood Highway.

"Agreement" with Oregon State Board of Higher Education (OSU) for conducting soil sampling and testing program.

"Agreement" with City of Newberg for joint financing of an illumination project on Parkview-River Street Section of Pacific Highway West.

"Cooperative Construction Agreement" with City of Corvallis covering First Street-Fourth Street Section of Corvallis-Lebanon Highway (Van Buren Street).

"Agreement" with Cole & Weber, Inc. extending the date of its present agreement from June 30, 1964, to August 31, 1964.

"Acceptance" of City of Portland Ordinance No. 118727 changing zone Lots 3 and 4, Block 50, Holladay's Addition from zone M3DS under terms specified in said Ordinance.

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There being no further business to conduct, the meeting was adjourned by the Chairman at 10:00 p.m.

Forrest Cooper
State Highway Engineer

Glenn L. Jackson
Chairman

K. N. Fridley
Commissioner

Floyd Query
Secretary

David B. Simpson
Commissioner

July 14, 1964

Salem, Oregon
August 27, 1964

The Oregon State Highway Commission met in regular session at 9:00 a.m., in Room 419 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, Controller
Floyd Query, Secretary

Among others present were A. W. Parsons, Division Engineer, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; R. B. Sipprell, Liaison Engineer; H. S. Cox, County and City Engineer; David Moehring, Assistant Right of Way Engineer; and Carl Plog, Information Officer.

The Right of Way Engineer presented for consideration options, Pages 1 through 54, secured for acquisition of real property needed for state highway use or for other purposes. He stated that the prices offered for the properties are based upon careful appraisals, and 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 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. 16", which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

The Property Manager's report covering sales of miscellaneous properties and rental receipts since the last Commission meeting was presented by the Right of Way Engineer. He mentioned that miscellaneous sales from July 6 to August 10, 1964, amounted to \$20,324.91, including \$6,066.06 received from the sale of timber; land sales amounted to \$9,925.00; rental receipts for July were \$27,194.91 and for August \$20,956.44. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale a number of parcels of property. These parcels, he said, are no longer needed for highway purposes, and the minimum prices are based upon appraised values or on offers in excess of the appraisals. Access and other conditions are consistent with conditions existing in the vicinity of each

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property. In instances where Federal funds have been involved in either right of way or construction, the approval of the U. S. Bureau of Public Roads has been secured. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution Nos. 419 through 424", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 480 square feet of land, File No. 1206, between Engineer's Stations 103+10 and 103+60, near the South Approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County, for not less than \$250. The sale is to be subject to the standard sign restriction clause and no access is to be granted to the Oregon Coast Highway. The U. S. Bureau of Public Roads approved the sale by letter dated July 9, 1964.
- (2) 0.5 acre, File No. 20516, at the southeast quadrant of the Creswell Interchange on the Goshen-Divide Section of the Pacific Highway in Lane County, for not less than \$300. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause and subject also to a frontage road easement to Ziniker. The area is outside the right of way and U. S. Bureau of Public Roads approval is not required.
- (3) 15.4 acres, File No. 20280, between Engineer's Stations 677+35 and 696+00, about one mile south of the Hubbard Interchange on the Pacific Highway in Clackamas County, for not less than \$6,750. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. Approval of the U. S. Bureau of Public Roads is not required as they did not participate in acquiring this parcel. (See "Real Property Resolution No. 419").
- (4) 2.5 acres, File No. 25056, located between Engineer's Stations 51+00 and 59+50, about three-fourth mile south of Coquille on the Coos Bay-Roseburg Highway in Coos County, for not less than \$3,750. One access 25 feet in width, and unrestricted as to use, is to be granted at Station 55+00. The U. S. Bureau of Public Roads approved the sale by letter dated August 7, 1964. (See "Real Property Resolution No. 420").
- (5) 35.9 acres, File Nos. 20852 and 20851, between Engineer's Stations 1372+24 and 1396+77, about four miles south of the Woodburn Interchange on the west side of the Pacific Highway in Marion County, for not less than \$3,750. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause

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and subject also to a Bonneville Power Line Easement on the east frontage. The purchaser is not to obstruct surface drainage from the highway. No Federal funds were involved in acquiring this property. (See "Real Property Resolution No. 421").

- (6) 1.12 acres, File No. 21221, between the Saginaw Interchange and the Cottage Grove Interchange on the easterly side of the Goshen-Divide Section of the Pacific Highway in Lane County, for not less than \$1,200. No access is to be allowed to the Pacific Highway and sale is subject to the standard sign restriction clause. The State is to relocate fencing at an estimated cost of \$200, which cost is included in the minimum price. The sale has been approved by the U. S. Bureau of Public Roads by letter dated July 27, 1964. (See "Real Property Resolution No. 422").
- (7) 1.15 acres, File No. 27251, located between the highway and Foothills Boulevard on the Grants Pass-Rock Point Section of the Pacific Highway in Jackson County, for not less than \$1,000. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. The sale has been approved by the U. S. Bureau of Public Roads by letter dated July 28, 1964. (See "Real Property Resolution No. 423").
- (8) 5 acres, File No. 20787-88, approximately two miles east of the Kane Creek Interchange on the south side of the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, for not less than \$1,150. No access is to be allowed to the Pacific Highway and the sale is subject to the standard sign restriction clause. No Federal funds were involved in acquisition of this property. (See "Real Property Resolution No. 424").
- (9) 0.41 acre, File Nos. 21475 and 21476, in the northwest quadrant of the London Road Interchange on the Goshen-Divide Section of the Pacific Highway in Lane County, for not less than \$750. No access is to be allowed to the Pacific Highway or the ramp and the sale is subject to the standard sign restriction clause. No Federal funds were used in acquiring this property.
- (10) 1.12 acres, File No. 20793, at the Foley Lane Underpass on the easterly side of the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, for not less than \$550. No access is to be allowed to the Pacific Highway or to the road which passes under the highway to the old Pacific Highway. Access unrestricted as to use will be allowed to the old Pacific Highway west of Station 282+22.4. Sale is subject to the standard sign restriction clause. Approval of the sale has been received from the U. S. Bureau of Public Roads by their letter of August 6, 1964.

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Authority was requested by the Right of Way Engineer to sell by direct sale to Douglas County, without restrictions, an excess parcel of land containing 7.44 acres, File Nos. 8816, 17812-13, on the Olalla County Road, about 15 miles west from Roseburg on the Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway in Douglas County, for the sum of \$930. As this parcel is no longer needed for highway purposes, it has been offered to Douglas County at appraised value in line with the policies of giving governmental agencies first priority in acquiring such parcels. The U. S. Bureau of Public Roads did not participate in the acquisition of this property. The Commission approved the sale.

Several "Indentures of Access" were recommended by the Right of Way Engineer. These indentures, he explained, are routine changes in location of access and have been field investigated and approved by the Construction Engineer and the Assistant Highway Engineer. The approval of the U. S. Bureau of Public Roads has been secured in each instance in which Federal funds have been involved in either right of way or construction. The Commission approved the following "Indentures":

- (1) Lincoln Development Company Property, File No. 4388, on the Agate Beach-Newport Section of the Oregon Coast Highway in Lincoln County, for a change in location of one point of access, 35 feet in width, and unrestricted as to use.
- (2) Nolan Property, File No. 31816, on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, for a change in location of one point of access, 35 feet in width, and unrestricted as to use.
- (3) Rice Property, File No. 25533, on the Buena Vista-Cape Sebastian Section of the Oregon Coast Highway in Curry County, for a change in location of two points of access, 25 feet in width, and restricted to private use.
- (4) Walker and Rice Property, File No. 30385, on the Buena Vista-Cape Sebastian Section of the Oregon Coast Highway in Curry County, for a change in location of one point of access, 25 feet in width, and restricted to private use.

A "Grant of Access" to the U. S. Bureau of Land Management, File No. 18184, on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Deschutes County, was recommended by the Right of Way Engineer. He explained briefly that the U. S. Bureau of Land Management has recognized the need for access control on highways constructed across their lands and the State, in turn, has made reasonable "Grants of Access" to the Bureau of Land Management to serve the remaining Federal lands when the need has arisen. The Bureau of Land Management now requests two points of access, 35 feet in width, for noncommercial use, one at Station 755+80, approximately one-half mile north of the Fremont Interchange, and the other at Station 867+75, approximately 1.6 miles south of the Fremont Interchange. The Commission approved the "Grant of Access" as requested.

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A "Grant of Access" to the Combs Property, File No. 17587, on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County, was recommended by the Right of Way Engineer. The proposed access, he said, consists of one point of access, 35 feet in width on the easterly side of the highway, and restricted to private residential use. Approval was received from the U. S. Bureau of Public Roads on August 24, 1964. The Commission approved the "Grant".

The Commission also considered a request for a "Grant of Access" to the Strickland Property, File No. 22653, on the Salem-Stout Creek Section of the North Santiam Highway in Marion County. The proposed access, the Right of Way Engineer said, is for one point of access at Station 970+30 for a width of 25 feet, restricted to farm products and private residential use. The Commission approved the access.

In the formal execution of the project agreement with the U. S. Corps of Engineers for construction on the Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County, the Right of Way Engineer stated that the Corps had asked the Highway Commission to execute a flowage easement over that portion of the highway which was relocated on public domain. The relocation project, he added, was caused by the construction of McNary Dam. The Commission approved the easement.

A "Relinquishment of Title" form was presented by the Right of Way Engineer relinquishing to Clatsop County a parcel of land on DeLaura Beach County Road containing 10.26 acres for public road purposes. The road which is now in existence, he said, was built and is being maintained by the County, and he recommended that the "Title" be transferred to the County. 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 considered. 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. 1946 through 1958", 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 dated August 26, 1964, entitled "Recommendations for Condemnation", 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 DeLong case, he stated that within the week the Federal Court, in which DeLong had filed his suit, had disclaimed jurisdiction and had thrown the case out of court. Two courses of action are open to DeLong, he said, one of which would be an appeal to the Circuit Court of Appeals concerning the

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ruling of the Lower Federal Court, or filing of the case in a State court. Chairman Jackson inquired as to what legal action has been taken for collection of damages sustained by the State in DeLong's refusal to proceed with the contract and the reawarding of the contract to Raymond International, Inc. The Chief Counsel stated that in his opinion the State's suit for collection of damages should not be filed until the Astoria Bridge is completed, as the exact amount of damages could not be ascertained prior to that time.

Concerning the retrial of the Walter Jones case, he stated that the verdict in the second trial was \$18,500 less than the verdict awarded in the first trial.

The Commission accepted his report which is summarized as follows:

REPORT OF CONDEMNATION CASES TRIED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-4097 Phillips Ranch	Baker	Baker-Homestead	Middle Bridge-Love Bridge	\$ 4,300.00	\$ 5,000.00	Voluntary Nonsuit
L-4336 Garden Valley Shopping Center, et al.	Douglas	Pacific	Sutherlin-Shady	31,700.00	55,000.00	\$45,000.00
L-3859 Walter H. Jones, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	13,000.00	50,000.00	25,550.00
L-4236 Louise L. Serpa, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	1,400.00	23,500.00 (Answer)	Hung Jury
L-4519 Multnomah Northern Specialty Sales Co., et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	118,500.00	260,000.00	130,000.00 (plus fixtures at \$17,904.00)

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-4612 State of Oregon	John Newmaster, et ux.	Washington	A proceeding to gain possession of property		Court granted our demand for immediate possession.

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-4464 James DeMotte, et al.	Jackson	Pacific	Wall Creek-California State Line	\$1,125.00	\$16,540.00	\$5,312.92

SUPPLEMENTAL 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-4534 State of Oregon	Donald Cannon, et al.	Marion	Suit in equity to enjoin defendant from constructing approach road	Restraining Order plus \$25.00 costs	Restraining Order granted

(For additional details see the Chief Counsel's letter dated August 21, 1964, entitled "Report of Cases Tried", and his letter dated August 26, 1964, entitled "Supplemental Report of Cases Tried", in the General Files in the Salem Office).

A written annual report of condemnation cases tried during the period July 1, 1963, through June 30, 1964, was presented by the Chief Counsel. He pointed out that 99 condemnation cases were tried and attorney fees allowed by the courts totalled \$119,893.50, or an average in excess of \$1,800 for each case in which attorney fees were awarded. Verdicts averaged 12 per cent in excess of offers compared with the national average of approximately 25 per cent, and an average of 15 per cent in Oregon for the preceding two years. The Chairman inquired as to how long it takes to get a condemnation case into court. The Chief Counsel replied that it depends upon the county; however, in Multnomah County it takes between six to nine months. He pointed out that at the present time Oregon has a backlog of only 180 cases pending whereas one state, to his knowledge, has approximately 3,500 cases pending. He also commented that under the Commission's policy the appraised amounts for the larger takings are placed in the hands of the courts for the property owners' benefit, pending determination of the actual amount awarded. The Commission accepted the report.

A report was submitted by the Chief Counsel on cases which have been settled out of court since the last Commission meeting. The proposed settlements, he said, are based upon appraised values or amounts so close to appraised values as not to constitute substantial increases and have been approved by the Administrative Review Board. The settlement of the Carlton Hotel case on the Stadium Freeway Section of the Pacific Highway in Portland was reported by the Chief Counsel. He recalled that this matter had been

before the Commission several months ago concerning arrangements to house approximately 140 aged occupants of the hotel. In the meantime, the operator of the hotel has found a suitable place to move the occupants, and a settlement for acquisition of the hotel has been reached for the sum of \$250,000 which, he said, is only \$5,500 above the State's offer. It is planned that the residents of the Carlton Hotel will move to the new location about December 1, 1964. The Commission approved the settlements which are summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-4448 John J. LaPorte, et ux.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	\$ 25,000.00	\$26,500.00
L-4529 V.&D. Invest- ment Co., et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	42,500.00 for partial taking	66,000.00 for entire taking
L-4404 Anna M. Barnes, et al.	Washington	Beaverton- Tigard	Sunset Highway- Pacific Highway	31,000.00	32,500.00
L-4568 H.R. Watchie & Assoc., et al. (Ben & Lily Croeni & David T. & Nell F. Waterhouse)	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	225.00	225.00
L-4418 Carl W. Schmidt, et al.	Douglas	Pacific	Sutherlin- Shady	200.00 (3.7 acres)	Exchange for 1.30 acres
L-4582 Joseph Wm. Holmgren	Douglas	Pacific	Roberts Mt.- Myrtle Creek	150.00	None
L-4595 Evelyn J. Jackson, et al.	Josephine	Pacific	Coyote Creek- Sexton Mt.	910.00	910.00
L-4596 R. P. Leidecker, et ux.	Josephine	Pacific	Coyote Creek- Sexton Mt. and Sexton Mt.- Jumpoff Joe Creek	1,425.00 (did not in- clude \$430 for timber)	1,855.00 (Includes \$430 for timber)
L-3821 Ruth C. Plastino, et al. (Allen M. Fox, et ux.)	Tillamook	Oregon Coast	Hobsonville- Bay City	None	100.00

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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-3822 Estber Mills, et al. (Allen M. Fox, et ux.)	Tillamook	Oregon Coast	Hobsonville- Bay City	\$ None	\$ 100.00
L-4594 J. L. Houston, et al.	Josephine	Pacific	Coyote Creek- Sexton Mt.	1,270.00	1,270.00
L-4563 Gerald L. Orem, et al.	Lane	Pacific West	Enid Station Road-Prairie Road	100.00 for 494 sq. ft.	100.00 for 223 sq. ft.
L-4553 G. R. Harris, et al.	Multnomah	Pacific	North Portland Harbor- North Russell Street	5,340.00	5,800.00
L-4598 Jake Yoder, et al.	Josephine	Pacific	Coyote Creek- Sexton Mt.	800.00	950.00
L-4549 Union Oil Co. of Calif., et al.	Morrow	Heppner	Willow Creek- Hinton Creek	150.00 partial tak- ing-right of way only	200.00
L-4619 Stagecraft Properties, a partnership	Multnomah	Stadium Freeway	Fremont Inter- change-Sunset Interchange	186,500.00	192,500.00
R-35321 Lewis E. Scott	Tillamook	Nehalem State Park		7,850.00	8,250.00

SUPPLEMENTAL 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-4561 Arthur R. Weeks, et al.	Douglas	Pacific	Roberts Mt.- Myrtle Creek	\$ 3,375.00	\$ 3,900.00
L-4532 Florence C. Lynch, et al.	Multnomah	Pacific	East Bank Freeway	1,500.00	2,000.00
L-4524 Donald Richard Quinn, Jr.	Washington	Beaverton- Tigard	Sunset Highway- Pacific Highway	800.00	1,000.00

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(Supplemental Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-35280 Harry Blue, et al.	Tillamook	Nehalem Bay State Park		\$ 200.00	\$ 300.00
L-4493 Jack York, et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	46,825.00	53,000.00
L-4518 The D. P. Thompson Co., et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Sunset Interchange	196,000.00 (including fixtures)	205,000.00
L-4047 Manifold Business & Investment, Inc., et al.	Multnomah	Pacific West	Hamilton Street Slavin Road	680.00	3,250.00
R-34861 C. W. Halderman	Clatsop	Oregon Coast	Astoria-Megler Bridge	100.00	500.00
L-4536 Wavel B. Wilkinson, et al.	Gilliam	Roadbuilding Materials & stockpile site for Heppner Highway	N. Unit Heppner Jct. Rhea	330.00	2,000.00
L-4521 Rebecca G. Taylor	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	244,500.00 (Carlton Hotel)	250,000.00
L-4402 Manifold Business & Investment, Inc.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	6,000.00	6,750.00
L-4428 The Greyhound Corp., et al.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	187,000.00	187,000.00

(For additional details see the Chief Counsel's letter, dated August 21, 1964, entitled "Report of Cases Settled", and his letter dated August 26, 1964, entitled "Supplemental Report of Cases Settled", in the General Files in the Salem Office).

The Commission confirmed prior telephonic approval of offers for acquisition made to the owners of real property prior to the institution of condemnation proceedings as follows:

ALSEA MOUNTAIN SECTION OF THE ALSEA HIGHWAY

R-36247 - Burl V. Davis, et ux. 1.03 acres for right of way purposes. Offer of \$300.00 approved by Mr. Jackson July 17, 1964.

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CORVALLIS-ORLEANS SECTION OF THE CORVALLIS-LEBANON HIGHWAY

R-35174 - Leo D. Beach, et al. 0.65 acre for right of way purposes. Offer of \$7,700.00 approved by Mr. Jackson July 23, 1964.

R-35176 - Frances White, et vir. 0.14 acre for right of way purposes. Offer of \$21,900.00 approved by Mr. Jackson July 17, 1964.

R-35179 - Victor L. White, et ux. 0.86 acre for right of way purposes. Offer of \$28,500.00 approved by Mr. Simpson July 29, 1964.

R-35180 - Carl E. Linegar. 2.12 acres for right of way purposes. Offer of \$3,200.00 approved by Mr. Jackson August 18, 1964.

R-35181 - Albert L. Gregory, et ux. 1.65 acres for right of way purposes. Offer of \$1,960.00 approved by Mr. Simpson July 27, 1964.

R-35182 - Wallace Houston, et ux. 3.42 acres for right of way purposes. Offer of \$22,150.00 approved by Mr. Jackson August 18, 1964.

R-35183 - F. F. Moser, et ux. Parcel No. 1: 2.5 acres for right of way purposes; Parcel No. 2: 0.8 acre for permanent easement. Offer of \$3,800.00 approved by Mr. Jackson July 17, 1964.

R-35187 - A. P. Miller, et ux. 3.0 acres for right of way purposes. Offer of \$20,000.00 approved by Mr. Jackson July 23, 1964.

R-36922 - Golda A. Porter. 0.02 acre for right of way purposes. Offer of \$75.00 approved by Mr. Jackson August 18, 1964.

COYOTE CREEK-SEXTON MOUNTAIN SECTION OF THE PACIFIC HIGHWAY

R-36543 - Carl C. Baggerly, et ux. 0.4 acre for right of way purposes. Offer of \$200.00 approved by Mr. Jackson July 16, 1964.

R-36544 - George C. Dowell, et ux. 0.07 acre for right of way purposes. Offer of \$20,708.00 approved by Mr. Jackson August 5, 1964.

R-36548 - Bert Carl Cook. 0.45 acre for right of way purposes. Offer of \$80.00 approved by Mr. Jackson July 31, 1964.

R-36587 - Donald C. Schroeder, et al. 6.25 acres for right of way purposes. Offer of \$1,600.00 approved by Mr. Jackson August 6, 1964.

R-37086 - Will P. Muehlberger, et ux. 0.29 acre for right of way purposes. Offer of \$300.00 approved by Mr. Jackson August 10, 1964.

COYOTE CREEK-SEXTON MOUNTAIN AND SEXTON MOUNTAIN-JUMPOFF JOE CREEK SECTIONS OF THE PACIFIC HIGHWAY

R-36527 - Pacific Ventures, Inc. 9.4 acres for right of way purposes. Offer of \$1,620.00 approved by Mr. Jackson July 21, 1964.

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DOUGLAS COUNTY LINE-COYOTE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36733 - Olive S. Day. 0.55 acre for right of way purposes. Offer of \$400.00 approved by Mr. Jackson August 7, 1964.

R-37033 - Alexander R. Kline, et ux. Acquisition of access. Offer of \$665.00 approved by Mr. Jackson August 10, 1964.

DOUGLAS COUNTY LINE-COYOTE CREEK AND COYOTE CREEK-SEXTON MOUNTAIN SECTIONS OF THE PACIFIC HIGHWAY

R-36541 - Bertha Almyra Swaney. 1.1 acres for right of way purposes. Offer of \$100.00 approved by Mr. Jackson August 7, 1964.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-34751 - Dussin Investment Co. 10,250 square feet for right of way purposes. Offer of \$82,400.00 approved by Mr. Jackson July 23, 1964.

R-34752 - Mae F. Seufert. 3,613 square feet for right of way purposes. Offer of \$43,000.00 approved by Mr. Jackson July 16, 1964.

R-36109 - National City Truck Rental Company. 11,500 square feet for right of way purposes. Offer of \$37,500.00 approved by Mr. Jackson August 11, 1964.

R-36112 - First National Bank of Oregon. 2,375 square feet for right of way purposes. Offer of \$38,000.00 approved by Mr. Jackson August 11, 1964.

GULLY ROUTE CONNECTION SECTION OF THE MT. HOOD HIGHWAY

R-36265 - Charles C. Leathers. 0.01 acre for right of way purposes. Offer of \$200.00 approved by Mr. Simpson July 16, 1964.

R-36274 - Allen W. Kraxberger, et ux. Parcel No. 1: 0.05 acre for right of way purposes; Parcel No. 2: 0.04 acre for right of way purposes. Offer of \$525.00 approved by Mr. Jackson August 5, 1964.

R-36288 - Donald E. Place, et ux. 0.49 acre for right of way purposes. Offer of \$16,275.00 approved by Mr. Simpson July 17, 1964.

R-36289 - Roy David Monnie, et ux. 1.3 acres for right of way purposes. Offer of \$2,325.00 approved by Mr. Simpson July 17, 1964.

R-36567 - Otto Motejl, et al. 0.27 acre for right of way purposes. Offer of \$1,100 approved by Mr. Simpson July 16, 1964.

INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-35994 - Floyd S. DeLapp, et ux. Parcel No. 1: 1.3 acres for right of way purposes; Parcel No. 2: 0.75 acre for right of way purposes. Offer of \$10,300.00 approved by Mr. Jackson August 10, 1964.

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INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY (CONT.)

R-36204 - D. L. Tatro, et al. 0.89 acre for right of way purposes. Offer of \$42,000.00 approved by Mr. Jackson August 7, 1964.

R-36955 - Frank Chasteen, et ux. 0.75 acre for right of way purposes. Offer of \$3,000.00 approved by Mr. Simpson July 30, 1964.

R-36957 - Leonard L. Smith, et ux. 0.73 acre for right of way purposes. Offer of \$6,500.00 approved by Mr. Jackson August 7, 1964.

R-36958 - Wesley Floyd DeLapp, et ux. 0.25 acre for right of way purposes. Offer of \$3,150.00 approved by Mr. Jackson August 13, 1964.

R-37081 - Ernest C. Brunk, et ux. 0.55 acre for right of way purposes. Offer of \$5,500.00 approved by Mr. Simpson July 29, 1964.

K.I.D. CANAL-MADISON STREET SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY

R-35909 - Oregon Food Stores, Inc. 2,000 square feet for permanent easement and acquisition of access. Offer of \$100.00 approved by Mr. Jackson July 22, 1964.

R-35914 - John D. Boito, et ux. 750 square feet for permanent easement and acquisition of access. Offer of \$50.00 approved by Mr. Jackson July 24, 1964.

R-35916 - Earl H. DeWitt. Parcel No. 1: 830 square feet for right of way purposes; Parcel No. 2: 500 square feet for permanent easement. Offer of \$2,630.00 approved by Mr. Jackson July 27, 1964.

R-35917 - Waive D. Bell. Parcel No. 1: 1,125 square feet for right of way purposes; Parcel No. 2: 675 square feet for permanent easement. Offer of \$4,865.00 approved by Mr. Jackson July 17, 1964.

R-35923 - Charles A. Vaughn, et ux. Parcel No. 1: 530 square feet for right of way purposes; Parcel No. 2: 412.5 square feet for permanent easement. Offer of \$1,475.00 approved by Mr. Jackson August 5, 1964.

R-35926 - Vida Green. Parcel No. 1: 700 square feet for right of way purposes; Parcel No. 2: 412.5 square feet for permanent easement. Offer of \$2,745.00 approved by Mr. Jackson July 27, 1964.

R-35927 - Harry R. Waggoner, et al. Parcel No. 1: 705 square feet for right of way purposes; Parcel No. 2: 412.5 square feet for permanent easement. Offer of \$175.00 approved by Mr. Jackson July 16, 1964.

R-35931 - Suburban Lumber Company. Parcel No. 1: 1,135 square feet for right of way purposes; Parcel No. 2: 500 square feet for permanent easement. Offer of \$1,100.00 approved by Mr. Jackson August 12, 1964.

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K.I.D. CANAL-MADISON STREET SECTION OF KLAMATH FALLS-LAKEVIEW HIGHWAY (CONT.)

R-35975 - Colis R. Grems, et ux. 765 square feet for right of way purposes; Parcel No. 2: 373.5 square feet for permanent easement. Offer of \$400.00 approved by Mr. Jackson July 16, 1964.

R-35958 - Shell Oil Company. 1,604 square feet for right of way purposes. Offer of \$1,925.00 approved by Mr. Jackson July 27, 1964.

R-35987 - First Federal Savings and Loan Association of Klamath Falls. 1,384 square feet for permanent easement and acquisition of access. Offer of \$100.00 approved by Mr. Jackson July 17, 1964.

R-35988 - E. G. Murphy, et ux. Parcel No. 1: 1,320 square feet for right of way purposes; Parcel No. 2: 1,320 square feet for permanent easement. Offer of \$750.00 approved by Mr. Jackson July 22, 1964.

R-36574 - Ivan D. Depue, et ux. Parcel No. 1: 160 square feet for right of way purposes; Parcel No. 2: 850 square feet for permanent easement. Offer of \$125.00 approved by Mr. Jackson July 16, 1964.

R-36583 - Bernald H. Donaca, et ux. 2,800 square feet for right of way purposes. Offer of \$550.00 approved by Mr. Jackson July 29, 1964.

NEHALEM BAY STATE PARK

R-35219 - John W. Wilson, et ux. 13,000 square feet for park purposes. Offer of \$600.00 approved by Mr. Jackson August 21, 1964.

R-35223 - Donn J. Hansen, et ux. 61,000 square feet for park purposes. Offer of \$2,250.00 approved by Mr. Jackson August 21, 1964.

R-35250 - Alban Bergstrom, et ux. 15,000 square feet for park purposes. Offer of \$300.00 approved by Mr. Jackson August 21, 1964.

R-35281 - Esther Waldien. 25,000 square feet for park purposes. Offer of \$500.00 approved by Mr. Jackson August 21, 1964.

R-35284 - J. R. Farries, et ux. 10,000 square feet for park purposes. Offer of \$200.00 approved by Mr. Jackson August 21, 1964.

R-35288 - Phyllis D. Henderson, also known as Phyllis D. Schwegler. 20,000 square feet for park purposes. Offer of \$2,400.00 approved by Mr. Jackson August 21, 1964.

R-35291 - Donald Wallace Wood, et ux. 5,000 square feet for park purposes. Offer of \$600.00 approved by Mr. Jackson August 21, 1964.

R-35585 - Paul E. Neff, et ux. 5,000 square feet for park purposes. Offer of \$1,000.00 approved by Mr. Jackson August 21, 1964.

R-35892 - Harold H. McKinney, et ux. 10,000 square feet for park purposes. Offer of \$2,200.00 approved by Mr. Jackson August 5, 1964.

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

R-35123 - James L. Butler. 1,754 square feet for right of way purposes. Offer of \$5,000.00 approved by Mr. Jackson August 7, 1964.

R-36468 - Samantha Denson Thomas. 3,381 square feet for right of way purposes. Offer of \$3,250.00 approved by Mr. Jackson, August 7, 1964.

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

R-35144 - Robert S. Miller. Parcel No. 1: 0.16 acre for right of way purposes; Parcel No. 2: 0.11 acre for permanent easement. Offer of \$3,500.00 approved by Mr. Jackson August 18, 1964.

R-35610 - Russell E. Hamachek, et al. 0.9 acre for right of way purposes. Offer of \$3,600.00 approved by Mr. Jackson July 23, 1964.

WINCHUCK RIVER SECTION OF THE OREGON COAST HIGHWAY

R-29492 - Robert P. Browne, et ux. 0.05 acre for right of way purposes. Offer of \$175.00 approved by Mr. Jackson July 20, 1964.

R-36690 - Edward Wilson Freeman, et ux. Parcel No. 1: 2.4 acres for right of way purposes; Parcel No. 2: 0.32 acre for right of way purposes. Offer of \$6,500.00 approved by Mr. Jackson August 20, 1964.

R-36691 - Howard N. Wallace, et ux. 0.26 acre for right of way purposes. Offer of \$2,140.00 approved by Mr. Jackson August 6, 1964.

R-36697 - Otto C. Turley. Parcel No. 1: 1.2 acres for right of way purposes; Parcel No. 2: 0.1 acre for permanent easement. Offer of \$5,200.00 approved by Mr. Jackson August 11, 1964.

R-36698 - Lawrence Herman Kirtley, et ux. 0.08 acre for right of way purposes. Offer of \$200.00 approved by Mr. Jackson July 16, 1964.

R-36699 - Lloyd E. Bunnell, et ux. 0.01 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson July 16, 1964.

R-36701 - Arthur Brown, et ux. Parcel No. 1: 3.1 acres for right of way purposes; Parcel No. 2: 1.1 acres for permanent easement. Offer of \$13,925.00 approved by Mr. Jackson July 6, 1964.

R-36703 - Floyd V. Swearingen, et al. 0.13 acre for right of way purposes. Offer of \$10,250.00 approved by Mr. Jackson August 6, 1964.

A report was presented by the Chief Counsel concerning an order received from the Public Utilities Commissioner on a railroad crossing in which the State Highway Commission has been a party. The Commission accepted the report, summarized as follows:

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PUX 536: Application of Southern Pacific Company to construct a spur track at grade across the Siuslaw Highway in Lane County. The order granted the Railroad's request. The crossing is to be protected by flashing lights and gongs, and all construction and maintenance costs are to be borne by the Railroad.

Legal proceedings which have been filed against the Highway Commission or its employees since the last Commission meeting were reported by the Chief Counsel. The Commission accepted the report as follows:

1. Pacific Concrete Company v. State of Oregon in which the plaintiff seeks the sum of \$226.91 for additional work performed on the Quinton Undercrossing and the Blalock Overcrossing of the Union Pacific Railroad on the Columbia River Highway in Gilliam County, Contract No. 6250.
2. Pacific Concrete Company v. State of Oregon in which the plaintiff seeks to collect the sum of \$1,405.39 for the cost of work allegedly deducted from the final estimate in connection with the Hood River Overcrossing, Columbia River Highway, Contract No. 5990.
3. Hardy G. Hand v. Howard C. Johnson. Mr. Hand seeks to collect \$77,371.57 because of an automobile accident in November, 1962, on a relocated portion of the Oregon Coast Highway in the vicinity of Otis in Lincoln County. The plaintiff alleges negligence on the part of Mr. Johnson, District Maintenance Superintendent, in failure to place warning signs concerning a cable which had been placed across the road.

An agreement with Wyer, Dick & Co., transportation evaluation consultants, was presented by the Chief Counsel. This agreement, he said, provides that the consultants evaluate the property of Portland Traction Company in Portland, including relocation of warehouses, trackage and other facilities needed for construction of the Marquam Bridge and the East Bank Freeway Section of the Pacific Highway. The estimated cost of the services is \$25,650. The Chief Counsel recommended that the agreement be approved and the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

The Commission also considered an agreement with P B Q & D, Inc., transportation evaluation consultants, to evaluate the property of the Portland Traction Company, including relocation of warehouses, trackage and other facilities needed for construction of the Marquam Bridge and the East Bank Freeway Section of the Pacific Highway in Portland, Multnomah County. The Chief Counsel estimated the cost of their services at \$17,500 and recommended that the agreement be approved and the Secretary be authorized to sign it in behalf of the Commission. He also commented that this agreement and the similar agreement with Wyer, Dick & Co., have been approved by the U. S. Bureau of Public Roads. The Commission accepted his recommendation.

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The Commission considered an agreement with R. L. Oldright and Thelma L. Oldright concerning encroachment of an overhead sign over the right of way of the Pacific Highway (Interstate 5) near Albany. The Chief Counsel stated that this is a "T & R" sign which encroaches about six inches on Interstate right of way and to move it will cost several thousand dollars. In erecting the sign, it appears that it had been placed using the right of way fence as the right of way line. However, the right of way fence is located about six inches inside the right of way line. The agreement, he said, has been approved by the U. S. Bureau of Public Roads and allows the sign to remain in its present location as long as the right of way is not needed for highway use. The Chairman inquired as to what effect this action might have in establishing a precedent of allowing encroachments on the Interstate right of way. If this encroachment is allowed, he raised the question as to what defense the State would have in refusing an encroachment of perhaps greater magnitude. He suggested that the wording of the agreement be revised to provide that the sign be moved when requested by the Highway Commission rather than making removal dependent upon need of the right of way for highway purposes. The Commission instructed that the Chief Counsel see what can be done in this respect.

Attention was given to a lease agreement with the City of Salem for use of a warehouse to store approximately 600 tons of straw to be used for landscaping purposes. The Chief Counsel explained that a purchase order for this amount of straw has been executed and a place is needed to store it. The consideration for the lease would be \$600. Following his favorable recommendation, the Commission approved the lease and authorized the Secretary to sign it for them.

The Commission confirmed an authorization by the Chairman to institute a F. E. D. (forcible entry and detention) action to vacate property at 205 N. W. 7th Street in Cornelius. The Chief Counsel mentioned that the Court order has been executed and the occupants have moved.

Consideration was given to a request from School District No. 48 in Washington County that the State consent to lifting of building restrictions and a bridle-path easement on 16.856 acres in the Cedar Hills area of Washington County. The Chief Counsel commented that it is necessary for the Commission to take action because when the State acquired the property in 1941 these restrictions had been made a part of the transaction. The property is now owned by the School District. The Commission gave their consent.

The matter of vacating portions of Third Street, Clackamas Avenue, Hood Street, and an unnamed street or alley in the town of Clackamas was recommended by the Chief Counsel. He also recommended an agreement with Clackamas County to convey to the County the vacated portions in exchange for 23,900 square feet of land for use in widening and improving Third Street in Clackamas. The Commission accepted his recommendations.

The Chief Counsel requested confirmation of telephonic approval for payment of a claim made by Mrs. Kathleen Noble, in the amount of \$135, for the loss of a pet dog. He explained that a Right of Way Agent had driven a State car into a driveway near the Noble property and while he was viewing

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property in that vicinity the dog had laid down behind the car. When he backed out of the driveway, he ran over the dog, fatally injuring it. The Commission confirmed payment of the claim.

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

1. Grading and paving the Sandy (First Avenue) Section of city street in Clackamas County. Bids received July 13, 1964. Contract No. 6480 awarded July 20, 1964, to Oregon Asphaltic Paving Company, Portland, low bidder.
2. Grading and paving the Marine Drive-N. E. Shaver Street Section of FAS 654, 122nd Avenue in Multnomah County. Bids received July 13, 1964. Contract No. 6481 awarded July 27, 1964, to Warren Northwest, a Division of Warren Brothers Company, Portland, low bidder.
3. Grading and paving the Blue Lake-Sundial Section of FAS 647 (N. E. Marine Drive) in Multnomah County. Bids received July 13, 1964. Contract No. 6482 awarded July 27, 1964, to Oregon Asphaltic Paving Company, Portland, low bidder.

The Engineer requested and the Commission authorized him to hold public hearings on the following sections of state highways:

1. The Delena-Rainier Section of the Lower Columbia River Highway in Columbia County. This section, he stated, covers an obsolete and dangerous portion of highway construction but is very expensive, estimated at near \$3,000,000, with right-of-way costs near \$300,000. Funds for construction are not available at this time. However, the right of way should be acquired so that the project will be ready for contracting when funds are available.
2. Lowell Street-Portland City Limits Section of the Oswego Highway in Multnomah County. Construction of this project, the Engineer said, is not yet programmed but it is desirable to acquire the right of way before it becomes prohibitively expensive. Need for acquiring the right of way is accentuated by the request of a property owner for vacation of a street to consolidate his holdings, much of which will be required for the highway right of way.

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Location surveys on three sections of state highways were presented by the Engineer, as follows:

1. Estacada-Cazadero Dam Section on the Clackamas Highway in Clackamas County. The Engineer commented that this survey had been made by the U. S. Bureau of Public Roads as a Forest Highway Project. A public hearing was held July 9, 1964, without significant objections. He estimated cost of the 3.01-mile project at \$650,000. (See "Survey Resolution No. 286")
2. Floras Creek Unit on the Oregon Coast Highway in Curry County. Concerning this project, the Engineer mentioned the bridge with a width of 19 feet and poor alignment, just south of the community of Langlois. Maintenance of the old bridge is expected to be very costly if it is not replaced. Cost of construction is estimated at \$460,000 and right-of-way cost near \$40,000. He recommended approval of the survey so that the necessary right of way can be acquired but without commitment as to time of construction. (See "Survey Resolution No. 287")
3. Orleans-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County. The Engineer recalled that the Commission had previously approved a survey from Corvallis to Orleans Junction. When the design was completed on this section it was found that waste material would be available and could be used on the Orleans-Lake Creek Section. Purchase of additional right of way on the Orleans-Lake Creek Section is desirable in order to use the waste material. (See "Survey Resolution No. 288")

Based upon the Engineer's favorable recommendation, the Commission approved the surveys as presented and thereupon adopted "Survey Resolution Nos. 286, 287 and 288", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

Attention was given to a request for a traffic signal on Marine Drive (Oregon Coast Highway) in Astoria, Clatsop County. The Engineer stated that the request for the signal, which is at the site of the Bumble Bee Cannery, had been investigated and installation is warranted. He estimated the cost of installation at \$3,600 and recommended approval under the usual agreement in which the State and City share equally the installation cost, and the City provides all maintenance and electrical energy. The Commission approved the installation and authorized the Secretary to sign an agreement pertaining thereto.

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The Commission considered installation of traffic signals at the intersection of the Santiam Highway and Spicer Drive in the easterly part of the City of Albany. The Engineer commented that an investigation had shown that the accident pattern at this location is getting worse and signals are warranted. Although the intersection is within the city limits of Albany, this intersection became a part of the City in a very recent annexation. As the problem has not been caused by the City, he recommended that the City be excused from contributing one-half of the total estimated cost of \$16,000 for installation. The City, he added, has agreed to assume all maintenance and power costs. The Commission approved the installation as presented and authorized the Secretary to sign in their behalf an agreement with the City of Albany.

Attention was given to a request from the City of Lebanon for traffic signals at the intersection of Main Street (Santiam Highway) and Wheeler Street in the northerly part of the city. The Engineer said that an investigation disclosed that a large number of children cross the highway at this point and the installation of signals is warranted. He presented an agreement with the City of Lebanon in which the State makes the installation of the signals, with the total estimated cost of \$2,900 to be shared equally between the City and the State. The City is to provide for all future maintenance and power consumption costs. The Commission approved the installation and authorized the Secretary to sign the agreement in their behalf.

An increase of \$41,980 in the project authorization on Contract No. 6337 on the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County was requested by the Engineer. Causes of the 9.73 percent overrun were greater tonnage of crushed rock than was anticipated; an increase in the amount of base rock of approximately 15 percent because of sand base; and extra sprinkling for binding purposes. The Commission approved the increase.

The Engineer also requested an increase of \$23,835 in the project authorization on Contract No. 6413 for grading and paving the Jackson Creek-McDermitt Section of the I.O.N. Highway in Malheur County. The overrun of 12.01 percent, he said, was caused by additional borrow excavation and an increase in equipment rental cost. The Commission approved the increase.

An increase of \$20,195 in the project authorization on Contract No. 6276 for grading and oiling on the North Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County was requested by the Engineer. The overrun of 6.57 percent, he said, was caused by the substitution of cinders for pit-run gravel as the gravel was not satisfactory. Use of cinders required a greater depth of base and an increase in water for compaction. Minor increases were caused by a double binder required to carry the traffic through the winter, and an overrun of engineering expenses because the project was not completed in 1963. The Commission approved the increase.

At 10:05 a.m., Chairman Jackson in behalf of the Commission presented pins to seven employees, honoring five of them for 40-years and two for 45-years service with the State Highway Department. Pins were presented to the following: P. M. Stephenson, Assistant State Highway Engineer, Salem, 45 years; Glenn E. Roberts, Senior Resident Construction Engineer, Grants Pass, 45 years; Webb McGinnis, Section Foreman, Troutdale, 40 years; James Wilson, Section Foreman, North Bend, 40 years; William H. James, Section Foreman, Lapine, 40 years; A. B. DeJoode, Bridge Foreman, Prineville, 40 years; and Ed Schertenleib, Section Foreman, Meacham, 40 years. In speaking to these men the Chairman stated that the State has been very fortunate in securing and holding men of their ability, and that it would be very difficult to replace their years of experience. Competition from industry is making it increasingly difficult for the State to secure the caliber of men that it would like to get, and the Commission does not relish the prospect of having to replace these men within a few years. The Commission, he said, extends to them their most sincere thanks and appreciation for their many years of service.

The meeting was recessed at 10:25 a.m. and reconvened at 10:50 a.m., in the same room with the same persons present.

In connection with the annual \$250,000 Special Allotment Street Funds withheld from the cities' annual ten percent of highway funds, the Engineer presented a plan by which cities which qualify under the Special Fund will be furnished preliminary engineering and preparation of plans and specifications at State expense for their street projects. He recalled that it has been a long-standing Commission policy to consider under the Special Fund plan only those cities of under 5,000 population, and that no city would receive more than \$20,000 during any one calendar year. Under existing procedures, the plans and specifications are prepared at cities' expense which, in effect, reduces their portion of the allotment. The Commission accepted the recommendation with the understanding that in those cases where cities contribute city funds to augment the Special Street Fund apportionment, the engineering expense for that part of the program above the cities' specific allotment shall still be borne at city expense. In other words, the State would provide sufficient engineering to cover the \$250,000 Fund but anything in addition would be a city obligation.

The Engineer recalled that in November, 1962, the Commission had accepted 4.3 acres of land as a gift from Clyde and Earlene Holliday for a roadside rest area on the John Day Highway between Mt. Vernon and John Day. Improvements have been made including a drilled well, parking area, picnic tables, a bronze commemorative marker, and temporary pit toilets. It is now desirable to construct a modern toilet building at this location at an estimated cost of \$13,525, and the Engineer requested confirmation of previous telephonic approval for this work. The Commission confirmed the project.

The Commission accepted the Engineer's recommendation that the Oregon State Highway Commission become a member of the American Road Builders' Association, on the basis of a membership fee of \$37.50 per year, or \$18.75 for the remainder of 1964. He explained briefly that the organization is composed of about 6,000 members from all of the states, including about 2,000 contractors, 2,500 materials people, and about 1,500 highway engineers and officials in federal, state and county governments.

Following the favorable recommendation of the Engineer, the Commission approved the establishment of a midblock crosswalk across the Oregon Coast Highway at Engineer's Station 119+00 in the community of Cutler City in Lincoln County. The Engineer commented that there is a great deal of pedestrian traffic across the highway near the post office and the crosswalk will be a good safety measure.

The Commission considered requests from Gilliam and Union Counties for federal-aid secondary projects totalling \$70,000. These projects, the Engineer said, have been investigated and are eligible for construction with FAS funds. The Commission approved the following projects and authorized the Secretary to sign routine construction agreements pertaining thereto:

County	FAS No.	Section & Description	Programmed Amount	FAS Funds
Gilliam	921	Wolf Hollow (Rock Creek) Bridge. Structure.	\$ 35,000	1965
Union	919	Willow Creek Bridge. Structure.	35,000	1965
			<hr/>	
			\$ 70,000	

SUMMARY BY FISCAL YEARS		1964	1965	Total
Allocated Funds		\$3,746,000	\$3,794,000	\$7,540,000
Approved Projects (Corrected to Date)		<u>3,746,000</u>	<u>2,841,000</u>	<u>6,587,000</u>
Unprogrammed Balance		\$--	\$ 953,000	\$ 953,000
Projects Proposed 8/27/64		<u>--</u>	<u>70,000</u>	<u>70,000</u>
Unprogrammed Balance		\$--	\$ 883,000	\$ 883,000

The Commission also considered a request from the City of Tillamook for a street project under the 1964 Special City Allotment Program. The Engineer stated that the project was not originally recommended because the City was unable to provide funds needed in excess of the State's contribution of \$20,000. The City now requests that consideration be given to the project so that plans and specifications can be prepared this coming winter in anticipation of construction next year. The project involves improvement of Front Street between Grove Avenue and Main Street (Oregon Coast Highway) in Tillamook County at an estimated cost of \$65,000. The street is subject to heavy use

in serving commercial establishments and has merit as a Special Allotment Project. The City has worked out financing plans with adjacent property owners. Following his favorable recommendation, the Commission approved the project as a supplement to the 1964 Special City Allotment Program and authorized the Secretary to sign a routine construction agreement in their behalf.

The Engineer presented for Commission approval an improvement project referred to as the Alsea Mountain Section on the Alsea Highway in Benton County as an addition to Federal-aid Program IX. The project in the amount of \$1,060,000 would provide for paving and additional grading on the Alsea Mountain Summit Section, the grading of which is now under contract. The Commission approved the project.

Five 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 outlined briefly the pertinent facts for each contract and made his recommendation as to action to be taken. After considering the Engineer's recommendation and other available information, the Commission took action as follows:

1. Aichele Landscaping, Contract No. 6215, for roadside improvement on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, requested 20 additional workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an extension of two workdays without payment of liquidated damages. Also considered was a letter from the U. S. Bureau of Public Roads concurring in this action.
2. Roy L. Houck Sons' Corporation, Contract No. 6299, for grading and paving on the West Unit, Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, requested an increase of 33 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request and took note of a letter from the U. S. Bureau of Public Roads concurring in the 33-work-day extension.
3. S. A. Hutchins & Associates Construction Company, Contract No. 6189, for grading, oiling and aggregate production on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, requested an increase of 70 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 62 workdays without assessment of liquidated damages, and took note of a letter from the U. S. Bureau of Public Roads concurring in the increase.

4. Keystone Construction Co., Inc., Contract No. 5604, for grading on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, requested an increase of 22 workdays within which to complete the contract without assessment of liquidated damages. A letter was presented from the U. S. Bureau of Public Roads concurring in the 22-day extension. The Commission granted 22 additional workdays without liquidated damages.
5. Rogers Construction Co., Contract No. 6211, for paving and signing on the Hood River-Mitchell Point Section of the Columbia River Highway in Hood River County, requested an increase of 35 workdays within which to complete the contract without assessment of liquidated damages. The Commission allowed 31 additional workdays without assessment of liquidated damages and noted that the U. S. Bureau of Public Roads had concurred in the increase.

The Engineer reported that Contract Nos. 5812, 6093, 6151, 6172, 6235, 6249, 6267, 6285, 6307, 6420, 6328, 6356, 6361, 6366, 6377, 6385, 6394, 6395, 6400, 6406, 6417, 6418, 6424, 6431, 6434, 6453 and 6458, 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. 134", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered an interchange project at the intersection of Cedar Hills Boulevard and Sunset Highway in Washington County. The Engineer commented that the intersection carries a heavy load of traffic and has a high accident rate. The proposed interchange would carry Cedar Hills Boulevard under Sunset Highway. He estimated cost of construction at \$1,060,000 and cost of right of way at \$220,000, and recommended that the project be approved so that right of way can be acquired to forestall development of property needed for the interchange, and to follow with construction when funds are available. The Commission approved the project as presented.

Consideration was given to a request from the City of Enterprise for a project to widen South River Street (Wallowa Lake Highway) from Main to Grant near the courthouse. The City wishes to widen the street from 60 feet to 70 feet and has agreed to assume 25 percent of the total cost, which the Engineer estimated at \$9,850, and has also agreed to install parallel parking after the widening is completed. The project is worthy and the Engineer recommended that it be approved and authority be granted to prepare plans and specifications immediately. The Commission accepted his recommendation and authorized the Secretary to sign a routine construction agreement in their behalf.

As additions to the current State Construction Program, the Engineer recommended the following three projects:

1. One-way couplet in Madras, Jefferson County, at an estimated cost of \$15,000. The City has agreed to obtain the necessary right of way within the city boundaries.
2. Construction of a viewpoint on the Crater Lake Highway in Jackson County, from M. P. 56.05 to M. P. 56.39, near Union Creek at an estimated cost of \$28,000. The project includes improvement of the highway between the milepoints mentioned.
3. Widen shoulders on the Lakeview-California Line Section of the Fremont Highway in Lake County, at an estimated cost of \$50,000.

The Commission approved the projects and authorized the Secretary to sign a routine cooperative construction agreement with the City of Madras.

A delegation representing the Citizens Freeway Committee, Portland, appeared before the Commission concerning the route of I-205 in the Portland area. The following members of this committee were present: Mr. Robert Krebs, Mr. V. R. Cole, Mr. Vernon Ross, Mr. Lee Huson, Mr. and Mrs. Trullinger, Ms. Ila Comstock, Mrs. Tom Miller, Mrs. Irene Ward, and Mr. and Mrs. G. Frangipani. Mr. Robert Krebs, Chairman of the Committee, acted as spokesman and commented that the delegation represents 12 groups in the Portland Metropolitan area who are coordinating their efforts concerning the location of I-205. He exhibited a sheaf of papers on which he said there were 7,000 signatures opposing the proposed I-205 route along the 52nd Street Route and the Mt. Hood Route. It is their feeling, he said, that the recommendation made by the Technical Advisory Committee is not a good solution, and he urged that alternate routes be studied before a selection is made. He offered the assistance of the Citizens Freeway Committee in selecting another route and read a statement of principles adopted by the Freeway Committee outlining minimum requirements for an Interstate route basically as follows: (1) Recognize the basic need of the individual to use and enjoy his own property and it should be constructed to preserve that right; (2) It should be planned to preserve the integrity and characteristics of a neighborhood; (3) It should be of the lowest possible cost, both in construction and in the retirement of the minimum amount of tax-bearing property; (4) It should preserve or enhance the beauty and ascetic values of the community; (5) It should make new areas accessible for improvement and add to the tax base of the Metropolitan Area; (6) It should be versatile to expand as traffic needs develop; (7) It should serve as many persons and as many communities as possible; (8) It should recognize that it is but one phase in the solution to a transient problem and that all means of transportation be given sufficient consideration in the problem of moving traffic; (9) Not to be dominated by unilaterally oriented groups since it must be

realized that a transportation system does not have the sole purpose of moving traffic; and (10) Recognize that in all its aspects it is for the use of the individual citizen who should have the ultimate right of determining whether or not he desires the project. Chairman Jackson commented that the Commission has received a great many letters, petitions, and phone calls concerning this route and they are attempting to find a workable solution. Although no route has been selected, he pointed out that whatever route is constructed will probably cost near 125 million dollars. The Commission is hopeful of finding a route which will do the minimum of harm to persons and property. He asked the delegation to bear with the Commission and not draw preconclusions concerning the I-205 route. In selecting a freeway route he pointed out that it must be approved by the local governmental agencies and the Bureau of Public Roads. Further petitions, at this time, he felt would be of no value in selection of a route. The Commission does not intend to designate any route until it has been proved to be a good one. In a lighter vein, he observed that it appears the only place in which the route could be located without objection would be in Eastern Oregon.

A delegation representing the Siletz-Toledo Highway Association appeared before the Commission concerning improvement of the Siletz Highway between Siletz and Toledo. The following people were present: Sen. and Mrs. Andrew J. Naterlin, Newport; Rep. W. R. Ouderkirk, Newport; Everett Sinsel, Toledo Jaycees; Jim Lancaster, Logsdon, Member of Jaycees; Ron Springer, Siletz, Secretary for Jaycees; and O. O. Thomas. Sen. Naterlin acted as spokesman and requested construction of a $2\frac{1}{2}$ mile section adjoining the north end of the previously improved section which extends southerly to a junction with the Corvallis-Newport Highway. He commented on the average daily traffic on this road which is around 1,300 vehicles, and the large amount of rock which is being hauled for the Newport Jetty. These rock trucks average about one truck every three minutes, and he estimated that it would take about two years to complete the hauling, perhaps longer if the south jetty is approved. The Cities of Newport and Toledo, he said, are in agreement on improvement of this section and he submitted a number of letters which had been sent to him urging improvement to the highway. Rep. Ouderkirk commented on the need for improvement near Siletz, because of the numerous curves and the great amount of rock hauling and logging traffic. Mr. Thomas, Vice President of the Asburry Transportation Company, expressed appreciation for work performed north of the Corvallis-Newport Highway. The rock hauling for the Newport jetty, he said, began in March, 1964, and he estimated that the rock haulers pay approximately \$5,000 per month in gas and road user taxes. The recently completed construction saves the haulers approximately 10 minutes per trip but construction on the northerly end is urgently needed for safety reasons. Chairman Jackson informed the delegation that the Commission is now studying highway construction needs in the coastal counties and there is an unanswered question of the priority of the various projects with the funds available. The Commission, he said, is not in a position to pass judgment on the projects until the study has been completed.

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A delegation representing the Medford Chamber of Commerce, the City of Medford, and the Jackson County Court appeared before the Commission concerning extension of the 8th Street one-way couplet west of Oak Road; four laning of the Crater Lake Highway northerly from Medford; and reconstruction of Lake of the Woods Highway easterly from Camp White. Mr. Bob Carstensen, Medford Chamber of Commerce, introduced the following persons: Paul Rynning and Chet Hubbard, Medford Chamber of Commerce; Robert Duff, City of Medford; and Edwin Taylor, Jackson County Court. Mr. Carstensen asked that the Commission proceed with improvement on the Medford-Provolt Highway from the end of the present one-way couplet in Medford to Oak Grove Road a distance of approximately three-fourths of a mile. He also urged four lane reconstruction of the Crater Lake Highway from its intersection with the Pacific Highway at Medford to the Butte Falls Road, approximately 14 miles. Improvement of the old section of the Lake of the Woods Highway from its junction with the Crater Lake Highway easterly to the section recently approved by the Bureau of Public Roads was also requested. Mr. Duff commented on the need for an extension of West Main Street in Medford pointing out that the average daily traffic is approximately 8,700 vehicles. Also mentioned was a dangerous intersection at Lozier Lane. He asked the Commission for cooperation in developing a plan of improvement. Mr. Rynning commented on the need for four-lane construction on the Crater Lake Highway northerly from Medford. He mentioned an average daily traffic of 8,400 vehicles near Medford, 5,000 at White City, and 2,500 at Butte Falls. Many accidents have occurred on this section including 6 fatalities in the last 3 years and he asked the Commission to give early and careful study to improvement. Mr. Hubbard commented on the obsolete and inadequate condition of the Lake of the Woods Highway easterly from its junction with the Crater Lake Highway. He asked that this section be improved as soon as possible. Mr. Carstensen expressed appreciation to the Commission for work that has been done on the Pacific Highway in the vicinity of Medford and southerly. Chairman Jackson stated that the Commission would give careful consideration to the requests. He then inquired if the recommendations presented by the delegation are in line with the priorities presented by the Jackson County Court about a year ago. Mr. Carstensen replied that he did not know.

Mr. E. R. Fatland, Condon; Mr. Larry Williams, Canyon City; Hon. E. H. Howell, Circuit Judge, Canyon City; Mr. Van Rietmann, Gilliam County Commissioner; and Hon. Orval Mathews, Wheeler County Judge of Fossil, came before the Commission concerning improvements to the John Day Highway. Mr. Fatland acted as spokesman and urged improvement of a 6-mile section south of Condon as he felt it is the worst section in that vicinity. Mr. Williams observed that because of the inadequate condition of the highway many Central Oregon people do their trading in Boise, Idaho. Grant County with its recreation potential, timber, and cattle has a logical outlet northerly down the John Day River toward Portland; however, the lack of a good highway causes much of the traffic to go eastward. Completion of the Columbia River Highway to Interstate standards emphasizes the need for improving the John Day Highway. He commented dryly that if the people in the Portland area do not wish an improved highway, Eastern Oregon would be glad to accept the funds, although he understood that Interstate funds could not be used on the ABC system. Judge Mathews expressed appreciation for highway work that has been performed in their area but stated that much

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additional work is needed. Mr. Van Rietmann stated that in his opinion the section from Condon to Thirtymile Creek is probably the worst section and he mentioned that county roads leading to the John Day Highway are in several instances better roads than the state highway. Mr. Fatland recalled that he had been involved in requests for highway improvement in Central Oregon for the past 33 years and although there has been considerable improvement, there are still a number of spots which hurt the economy of the area. He also mentioned that several of the county roads are in better shape than the state highway, and that this particular area has no public transportation other than by highway. Commissioner Fridley inquired if the County Court concurs with their recommendation as to priority of the projects. Mr. Van Rietmann replied that both sections are needed. Chairman Jackson commented that in Gilliam and Grant Counties two million dollars worth of highway construction is now underway. He mentioned the traffic count on the John Day Highway in this area as being considerably less than 1,000 vehicles per day, and that in some other areas the traffic count runs as high as 20,000 vehicles per day. The Commission, he said, has a real problem in attempting to take care of all highway needs, however, they hope for some solution.

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 Space Age Industrial Park Development Association appeared before the Commission concerning the location of I-82 in Washington. The following people were present: William H. Belt, President of Space Age Industrial Park Development; W. R. Sipfle, City Engineer; both of Hermiston; Arthur Lorenzen, Chairman of Port of Umatilla, and Garland Madison, President of Umatilla County Development Comm. both from Echo; D. R. Cook, Umatilla County Judge; M. O. Gardner, City Manager, and Morris Temple, all from Pendleton. Mr. Belt commented that about 12 organizations in Umatilla County are strongly in favor of the I-82 route across the Columbia River utilizing the existing Umatilla Bridge. The Tri-City area in the State of Washington is urging that the I-82 route be through Richland, Kennewick and Pasco and their position is apparently being backed by Walla Walla and the Washington Congressional delegation. He pointed out on a map that the new route would be approximately 23 miles longer than the one originally planned and would be more costly to construct. Boeing interests favor the Umatilla Bridge route in their development of the Boardman Age Park. He urged the Commission to take a stand in favor of the route utilizing the Umatilla Bridge. Mr. Lorenzen stated that the Umatilla Bridge route is advantageous for the Umatilla Army Depot and for the Port of Umatilla and urged that the Umatilla Bridge route be retained. Judge Cook pointed out that only in the last year or two, has the Umatilla Bridge been in the black financially. If the I-82 route is placed somewhere else, it was his opinion that the Umatilla Bridge would never pay off its bonds. The newly proposed route, he added, will remove more than 1,000 acres of the best farm land in northeast Oregon which means the loss of about \$5,000 per year in taxes. The farms would be cut diagonally and apparently the proposed I-82 would miss

Pendleton by five or six miles. The delegation, he said, does not favor any particular route in Washington as long as it crosses the Umatilla Bridge. Chairman Jackson stated that the tentative route has already been set by the Bureau of Public Roads utilizing the Umatilla Bridge and that pressure to change the route has come from the Tri-City area and from Washington Congressmen. He inquired if the delegation had made any contact with the Oregon Governor and with Oregon Congressmen. Mr. Belt replied that they had been contacted and received their uniform support. The Chairman stated that the Highway Commission and the Bureau of Public Roads are in accord as to location of I-82 and he suggested that the delegation use the same tactics that the Washington Tri-City area is using by contacting their Governor and the Oregon Congressional delegation to offset the pressure from Washington. He also pointed out that the Highway Commission's contacts are with the Bureau of Public Roads and it would do no good for the Commission to protest.

Mr. C. M. McCoy of McCoy Oil Company; Mr. Lewis Darnell, Chairman of 96th Avenue Committee; and Mr. E. L. Pfeiffer, Attorney, all from Portland, appeared before the Commission opposing the use of 96th Avenue as a route for Interstate 205. Mr. McCoy stated that their group is not opposed to all freeways, but their objection to the use of 96th Avenue is based on the Technical Advisory Committee's findings as they feel that this group is well qualified. It was his feeling that if the Technical Advisory Committee had recommended 96th Avenue, they would probably agree. Mr. McCoy said he has a number of letters and petitions opposing the use of 96th Avenue. Mr. Darnell inquired of the Commission as to what alternate routes are being considered since the City of Oswego has refused to approve the I-205 routing through the city. Mr. Pfeiffer suggested that the Technical Advisory Committee's recommendations should be followed or more fully explained as that group represents several governmental agencies. If their recommendations are not followed he felt that the reasons should be made known. The 96th Avenue Committee, he continued, opposes the routing of I-205 on 96th Avenue and is in favor of the 52nd street route. Mr. Darnell emphasized that the group is not opposed to freeways if they are really needed. Chairman Jackson commented that earlier in the day, the Commission had listened to a delegation opposing the use of 52nd Street for the I-205 route. He pointed out that construction of the Interstate system, including the I-205 route, is designed as a means of communication between States. The Commission in considering the location in the Portland area is concerned about many things, including the wishes of the governmental agencies involved, and the effect that the route will have on individuals. Much publicity has been given to the proposed routes which he felt had aroused considerable public feeling, and the attitude of the 96th Avenue Committee is appreciated.

The Hon. Vernon I. Miller, Sherman County Judge; Mr. B. H. Roberson, Sherman County Club; and Mr. L. E. Kaseberg, Sherman County Commissioner, all of Moro, appeared before the Commission concerning improvement of US Route 97 through Sherman County and some matters pertaining to signing. Judge Miller commented on the hazardous condition of a $1\frac{1}{2}$ mile section about half way between Grass Valley and Moro. He also mentioned a $7\frac{1}{2}$ mile section between Moro and the Columbia River and the existence of two bad curves in the town of Wasco. Mr. Roberson asked that signing along the highway, particularly from Madras to the Columbia River Highway, be improved and also asked that

a sign man and a representative from the Travel Information Division be sent to discuss the signing needs. The Yakima Chamber of Commerce, he observed, had sent them letters of complaints made by tourists. Commissioner Fridley inquired as to which of the projects should be given first priority. Judge Miller stated that improvement of the Wasco Section, he felt, should come first, although the section through Grass Valley has been a scene of many accidents. The Engineer asked the delegation if they would submit a letter to him regarding the signing problems. The Chairman stated that the Commission will consider their requests very carefully and will try to fix the signs to their liking if this does not conflict with Bureau of Public Roads' standards. He asked that a letter be sent in concerning the specific sign problems. Judge Miller commented that they would like to stimulate traffic across the Columbia River at Biggs. Commissioner Fridley inquired as to the income from the bridge. Mr. Kaseberg replied that since it has been opened to traffic there have been only two months in which the income was in the red.

The Commission confirmed its award of contracts made on August 4, 1964, for bids received July 30, 1964, and authorized the Secretary to sign the contracts in their behalf as follows:

BIDS RECEIVED IN SALEM JULY 30, 1964

"Baker Rock Production Project on four highways near Baker in Baker County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, N. A. Toole Construction Company, Ontario, at \$46,200.00.

"Government Camp Rest Station on the Mt. Hood Highway in Clackamas County. State Project. Four bids were received. The Commission awarded the contract to the second low bidder, Fitzgerald Construction Company, Klamath Falls, at \$51,244.00, as the low bidder, A B C Roofing Company and Foster Builders, Inc., Portland, submitted an irregular bid.

"Paving Morgan Lane-N. W. Midland Avenue Section of the Redwood Highway in Josephine County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Johnston and Bryant and D. Duane Amens, Newberg, at \$87,496.00.

"Widening and paving Otis Junction-Oceanlake and Otis Junction-Sulphur Creek Sections of Oregon Coast and Salmon River Highways in Lincoln County. State Project. Two bids were received. The Commission rejected both bids as being too high.

"Repair pier fender dolphins on Yaquina Bay Bridge on Oregon Coast Highway in Lincoln County. State Project. Only one bid was received. The Commission awarded the contract to that bidder, General Construction Company, Seattle, Washington, at \$15,395.00.

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The Engineer presented a tabulation of bids received on August 25, 1964, for highway construction and other 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 2:30 p.m., the Commission awarded contracts and authorized the Secretary to sign them in their behalf as follows:

BIDS RECEIVED IN SALEM AUGUST 25, 1964

"Grading and oiling on Lower Powder Valley (Keating) Section of FAS 499 and 509 in Baker County. FAP Nos. S-482(2) and S-525(1). Two bids were received. The Commission rejected both bids as being too high.

"Grading and paving Powers (2nd Avenue) Section of city street in Coos County. State Project. One bid was received. The Commission elected to accept the bid of Woodward & Son & Barklow, Inc., Coquille, in the sum of \$19,065.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Powers is received and the sum of \$3,500.00 is deposited by the City.

"Grading, paving, and one RCBG bridge on Winchuck River Section of Oregon Coast Highway in Curry County. State Project. Seven bids were received. The Commission deferred action pending consultation with the low bidder, Concrete Steel Corporation, Medford.

"Willow Creek Bridge on Columbia River Highway in Gilliam County. Federal-aid Interstate Highway Project No. I-80N-5(14)145. Five bids were received. The Commission awarded the contract to the low bidder, Teeple and Thatcher Contractors, Inc., Portland, at \$144,100.00.

"Burns Rock Production Project on Central Oregon, Burns-Crane, and John Day-Burns Highways in Harney County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Hughes and Dodd Company, Medford, at \$39,000.00.

"Grading, paving and signing on Coyote Creek-Grave Creek Section of Pacific Highway in Josephine County. Federal-aid Interstate Highway Project No. I-5-2(37)72. Eight bids were received. The Commission awarded the contract to the low bidder, Groesbeck-Durbin, Inc., Eugene, at \$1,347,880.60.

"Norkenzie Road and Gilham Road Undercrossings on Belt Line Road in Lane County. Federal-aid Secondary Project No. S-441(4). Twelve bids were received. The Commission elected to accept the low bid of Ross Bros. Construction Company, Salem, in the sum of \$124,874.00 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 \$28,000.00 is deposited by the County.

"Tenmile Creek-Florence Rock Production Project on Oregon Coast Highway in Lane County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Pacific Crushing Company, Eugene, at \$47,175.00.

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"Traffic Signal Installation at intersection of Santiam Highway and Spicer Drive in Albany in Linn County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at \$11,400.00.

"Vale Rock Production Project on Central Oregon, Vale-West and John Day Highways in Malheur County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Bryan C. Rambo Crushing Company, Nampa, Idaho, at \$32,250.00.

"Slide correction on Slavin Road Section of Pacific Highway in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(55)300. Three bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, a Division of Warren Brothers Company, Portland, at \$61,362.50.

"West Birch Creek Bridge on Cedar Street in Umatilla County. State Project. Eight bids were received. The Commission elected to accept the low bid of George E. Berry, Beaverton, in the sum of \$22,904.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Pilot Rock is received and the sum of \$8,500 is deposited by the City.

"Dillard Bridge over South Umpqua River on Dillard Brockaway Road in Douglas County. County Project. Six bids were received. The Commission referred all bids to Douglas County.

"Clyde Holliday Rest Area on John Day Highway in Grant County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Klamath Plumbing and Heating Company, Sandy, at \$10,523.00.

The Engineer made several recommendations to establish, revise, or rescind speed zones on certain sections of state highways. These recommendations, he said, are the results of continuing investigations to bring speed zones in line with existing traffic and roadside conditions. The Commission accepted his recommendations and thereupon adopted "Speed Zone Resolution Nos. 466 through 471", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

1. "Speed Zone Resolution No. 466" rescinds "Speed Zone Resolution No. 159" dated August 9, 1954, and establishes 35 and 45 MPH speed zones on the Santiam Highway from the east city limits of Sweet Home, M. P. 28.08, easterly to M.P. 30.47, including a 20 MPH school zone, Linn County.
2. "Speed Zone Resolution No. 467" establishes a 40 MPH speed zone through the community of Crabtree, including a 20 MPH school zone, on the Albany-Lyons Highway in Linn County.

3. "Speed Zone Resolution No. 468" establishes a 35 MPH speed zone through the community of New Pine Creek on the Fremont Highway (US395) in Lake County.
4. "Speed Zone Resolution No. 469" establishes a 70 MPH speed zone between the Divide Interchange and the Yoncalla Interchange on the Pacific Highway in Lane and Douglas Counties. The speed zone is to become effective when the highway is completed to Interstate standards and the proper signs are installed.
5. "Speed Zone Resolution No. 470" rescinds "Speed Zone Resolution No. 115b" dated November 3, 1960, and the action of July 14, 1964, and establishes a 70 MPH speed zone on the Columbia River Highway in Wasco, Sherman, Gilliam and Morrow Counties from a point near Fifteenmile Creek at M.P. 86.22, to the west city limits of Arlington, M.P. 136.10; A 75 MPH speed zone from the east city limits of Arlington to the west city limits of Boardman; and A 75 MPH speed zone from the east city limits of Boardman to the junction with the Old Oregon Trail. These speed zones are to become effective when the sections of highway are completed to Interstate standards and proper signs are installed.
6. "Speed Zone Resolution No. 471" establishes a 65 MPH speed zone on the North Santiam Highway between a point 0.36 mile east of the Pacific Highway, (M. P. 1.78) and 0.37 mile west of Fern Ridge Road, (M. P. 22.00) near the community of Mehama in Marion County.

The Engineer presented a resolution abandoning to the abutting property owners certain portions of the old section of the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County. The new section, he said, was completed and opened to travel on June 5, 1964, and the old sections to be abandoned are no longer needed for highway purposes. The Commission approved the abandonment and thereupon adopted "Abandonment and Retention Resolution No. 425", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A petition signed by 34 people in Beaverton requesting parking regulations on the Tualatin Valley Highway near 107th Avenue in Beaverton, Washington County, was presented by the Engineer. This matter, he said, has been investigated disclosing that the intersection has a serious accident condition because of building construction. He recommended that parking be prohibited for a distance of 90 feet west of 107th Avenue on the south side

of the highway. The Commission accepted his recommendation and thereupon adopted "No Parking Resolution No. 248", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered the prohibiting of travel by motor vehicles or landing of aircraft except for emergency on a portion of the ocean beach westerly of and adjacent to Oceanlake north of Raymond Street for a distance of about 6,800 feet of beach frontage. The Engineer recalled that on July 8, 1964, the City Council of Oceanlake had made a formal request to prohibit motor vehicles from traveling on the beach and, as the tourist season was then at its height, the Mayor had requested that the matter have immediate attention. The Commission confirmed its prior action to prohibit motor vehicle traffic effective August 1, 1964, and thereupon adopted "Miscellaneous Resolution No. 243", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Completion of the North Umpqua Highway in Douglas County within a short time, the Engineer said, will provide a paved highway from Roseburg to Diamond Lake, Crater Lake and Eastern Oregon. This will form a major route between Western Oregon and the Cascade recreation area, and it is desirable that it be designated with a Route Number for the convenience of the motoring public. He recommended that Route ORE138 be established between Elkton and The Dalles-California Highway from the northwesterly end of the Elkton-Sutherlin Highway to the Pacific Highway in Sutherlin; thence over Interstate 5 to the Harvard Avenue Interchange in Roseburg; thence over Harvard, Oak, and Washington Avenues to an intersection with the Oakland-Shady Highway in Roseburg; thence over the Oakland-Shady Highway to its intersection with the North Umpqua Highway; thence over the North Umpqua Highway to its junction with the Crater Lake North Highway at Diamond Lake; thence over the Crater Lake North Highway to its junction with the East Diamond Lake Highway; thence over the East Diamond Lake Highway to its junction with The Dalles-California Highway. Concurrently with the establishment of this route, he also recommended that the following Oregon numbered routes be abolished: ORE225 between Elkton and Sutherlin, and that portion of ORE230 which is currently routed over the Crater Lake North and East Diamond Lake Highways. The Commission accepted his recommendations.

The Commission considered and, following the favorable recommendation of the Engineer, approved a supplemental throughway agreement with Marion County on the South Unit, Salem Bypass Section of the Pacific Highway (I-5). The supplement, the Engineer said, provides for additional closures on Reece County Road at the Battle Creek Interchange. The Commission also authorized the Secretary to sign the agreement for them.

Consideration was given to a combination throughway and abandonment agreement with Multnomah County pertaining to the Sundial Road-Rooster Rock Section of the Columbia River Highway (I-80N). The Engineer explained that the agreement which is supplementary to an agreement of November 1, 1957, provides for construction of Marine Drive to connect to the throughway at the interchange; for closure of Sundial Highway; and provides further that the County is to assume maintenance and control of the Sundial Highway upon completion of the project. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement on behalf of the Commission.

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Consideration was also given to an agreement with the City of McMinnville and the McMinnville Mens' Garden Club concerning landscaping and plantings at the intersection of Pacific Highway West and the McMinnville Secondary Highway in Yamhill County. Under the agreement the Engineer commented that the City is to install water pipes and furnish water for the plants and the Men's Garden Club is to supply certain shrubs and plant them. The State is to maintain the shrubs after the planting has been completed. The Commission accepted his recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

The Engineer recommended entering into an agreement with Southern Pacific Railroad Company pertaining to reconstruction of a grade crossing of a county road at Barlow adjacent to the Pacific Highway East in Clackamas County. The agreement, he said, provides for rearrangement of signals, easements, and reimbursement to the railroad for normal items of Railroad expense. The Commission approved the agreement.

The matter of moving 12-foot wide mobile homes over highways in Oregon was discussed. The Engineer commented that many requests had been received from manufacturers, dealers, and prospective owners to move these units and a thorough study had been conducted. It was found that of the 11 western states only Oregon and Washington do not allow such moves. The Washington Highway Commission recently reiterated its stand. A study of the accident record of movements involving mobile homes and vacation trailers shows a very low accident rate. The study also disclosed that 52,000 wide-load movements up to 11 feet, 6 inches had been made in 1963 under continuing permit. Single trip permits under controlled conditions are issued for loads up to 14 feet in width. In view of the findings disclosed, he recommended that a policy be adopted to permit movement of 12-foot wide mobile homes subject to standard safety, flagging, and insurance provisions, and including the following restrictions: (1) Movements be prohibited on Saturdays, Sundays, holidays, hours of darkness, times of unfavorable weather or road conditions; (2) During hours of peak traffic in urban areas, basically, from 7 to 9 a.m. and 4 to 6 p.m.; (3) That the homes shall be hauled on truck-tractor and 40-foot semitrailer combinations, or other suitable hauling vehicles, and; (4) That movement on the trailers' own wheels be prohibited. The Commission approved the wide-load movements as recommended.

Attention was given to an agreement with Champ Bond for snow plowing on the Haines-Anthony Highway in Baker County. For the past two years, the Engineer said, the State has had an agreement with Mr. Bond, who operates a ski resort at Anthony Lakes, to plow snow from the highway between the foot of the hill and the resort. The arrangement has been very satisfactory and no complaints have been received. He estimated the cost at \$7,800 per year and recommended the agreement be continued through the 1964-65 winter season. The Commission accepted the recommendation, and authorized the Secretary to sign the agreement on their behalf.

An agreement with Enterprise Irrigation District providing for reconstruction of its facilities on the Crest Street-Patterson Street Section of the Klamath Falls-Lakeview Highway in Klamath County was presented by the Engineer. He explained that under the agreement the State, at its

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expense, is to make necessary alterations in irrigation facilities with the exception of an existing 30-inch pipe which is to be replaced with an arch-type metal pipe for which the Irrigation District is to pay \$300. The State is to perform all structural maintenance of reconstructed facilities within the right of way. The District is to perform operational maintenance within the right of way, and all maintenance outside of the right of way. He estimated the cost of the work at \$37,000 to be done by contract and recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission gave attention to an agreement with the Oregon State Board of Higher Education (University of Oregon) pertaining to a study of the social and economic effects on nonhighway users of two alternate routes for I-205. The original agreement, the Engineer said, terminated April 17, 1964, and a supplemental agreement is needed in order to revise and publish the study in final form. The total cost of the project, which is to terminate October 1, 1964, is not to exceed \$3,000. All monies are to be supplied from the HPR-HPS-1(24) Work Program. He recommended that the agreement be approved and the Secretary be authorized to sign it for the Commission. The Commission accepted his recommendation.

In discussing this agreement, Chairman Jackson inquired as to the real need for so many studies. He pointed out if the studies are to be of any value a great deal of staff time is used in considering the studies. Mr. A. W. Parsons, Division Engineer of the Bureau of Public Roads, stated that under Federal law these studies are required. The Engineer commented that he had issued instructions to the Highway staff not to do unnecessary things. The Chairman inquired if AASHO could be of any assistance. The Engineer replied that he had seen no inclination on the part of AASHO to dispense with the studies.

The Commission approved the minutes of the meeting held in Medford on July 14, 1964.

The next regular Highway Commission meeting was set for Friday, October 9, 1964, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for Friday, November 20, 1964.

The Engineer presented a throughway agreement with Polk County pertaining to the Independence Junction-West Salem Section of Willamina-Salem Highway. The agreement provides for various frontage roads to connect the throughway with existing county roads and for closure of several county roads where they presently connect to the throughway. Upon completion of the project, the County is to assume maintenance and control of the frontage roads. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

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

"Bargain & Sale Deed" to Douglas County on the Dillard Section of the Dillard Highway in Douglas County.

"Quitclaim Deed" to School District No. 48, Washington County, Cedar Hills area in Washington County.

"Indenture of Access" to Lincoln Development Company on the Agate Beach-Newport Section of the Oregon Coast Highway in Lincoln County.

"Indenture of Access" to Franklin S. and Doris Nolan on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County.

"Indenture of Access" to Dale and Mary Rice on the Buena Vista-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

"Indenture of Access and Release and Grant of Easement" to Walker and Rice on the Buena Vista-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

"Grant of Access" to Bureau of Land Management on the Lapine-Diamond Lake Junction of The Dalles-California Highway in Deschutes County.

"Grant of Access" to William E. and Jane Combs on the Salisbury-Baker Section of the Baker-Unity Highway in Baker County.

"Grant of Access" to Strickland on the Salem-Stout Creek Section of the North Santiam Highway in Marion County.

"Flowage Easement" to U. S. Army on the Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County.

"Relinquishment of Title" to Clatsop County on the De Laura Beach County Road.

"Agreement" with Southern Pacific Railroad Company on the Canby-Aurora Section of the Pacific Highway, Barlow County Road.

"Bargain & Sale Deed" to Evans Products Company for a parcel of land on the Deady-Shady Section of the Pacific Highway in Douglas County.

"Bargain & Sale Deed" to Walter Scott and Leona B. Scott for a parcel of land on the Goshen-Divide Section of the Pacific Highway in Lane County.

"Bargain & Sale Deed" to C. A. Morrison and Miriam Morrison for a parcel of land on the Grants Pass-Rock Pt. Section of the Pacific Highway in Josephine County.

"Bargain & Sale Deed" to Brookings Plywood Corporation for a parcel of land on the Gold Beach Section of the Oregon Coast Highway in Curry County.

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"Agreement" with City of Astoria covering traffic signal installation at intersection of Oregon Coast Highway (Marine Drive) at Bumble Bee Cannery Road in Astoria.

"Agreement" with City of Albany covering traffic signal installation at intersection of Santiam Highway and Spicer Drive in easterly limits of Albany.

"Agreement" with City of Lebanon covering installation of traffic signals at intersection of Main Street (Santiam Highway) and Wheeler Street.

"Supplemental Throughway Agreement" with Marion County covering the South Unit, Salem Bypass Section of the Pacific Highway (I-5) in Marion County.

"Supplemental Throughway and Abandonment Agreement" with Multnomah County pertaining to Sundial Road-Rooster Rock Section of the Columbia River Highway (I-80N) in Multnomah County.

"Agreement" with City of McMinnville and the McMinnville Men's Garden Club regarding landscaping and plantings at intersection of Pacific Highway West and McMinnville Secondary Highway.

"Agreement" with Champ Bond covering snow plowing on Haines-Anthony Highway.

"Agreement" with Enterprise Irrigation District providing for reconstruction of its facilities on Crest Street-Patterson Street Section of Klamath Falls-Lakeview Highway in Klamath County.

"Supplemental Agreement" with Board of Higher Education to revise and publish in final form the study of social and economic effects on non-highway users of two alternate routes for Interstate 205.

"Agreement" with Polk County pertaining to the Independence Junction-West Salem Section of the Willamina-Salem Highway.

"Appraisal Agreement" with Wyer, Dick & Co., transportation evaluation consultants, to evaluate the property of Portland Traction Company including relocation of warehouses and other facilities needed for construction of the Marquam Bridge and East Bank Freeway.

"Appraisal Agreement" with P B Q & D, Inc., transportation evaluation consultants, to evaluate the property of Portland Traction Company including relocation of warehouses and other facilities needed for construction of the Marquam Bridge and East Bank Freeway.

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There being no further business to conduct, the meeting was adjourned by the Chairman at 3 p.m.

Forrest Cooper
State Highway Engineer

Glenn Jackson
Chairman

K. J. Zedley
Commissioner

Floyd Query
Secretary

David B. Simpson
Commissioner

August 27, 1964

Salem, Oregon
October 9, 1964

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 419 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
George E. Rohde, Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Controller
Floyd Query, Secretary

Among others present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; R. B. Sipprell, Liaison Engineer; Carl Plog, Information Officer; and Frank McKinney, Chief of Office Section, Legal and Right of Way Division.

The Right of Way Engineer presented for consideration options, pages 1 through 47, secured for acquisition of real property needed for state highway use or for other purposes. He stated that the prices offered for the properties are based upon careful appraisals and 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 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. 17", which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

The Property Manager's report covering sales of miscellaneous properties and rental receipts was presented by the Right of Way Engineer. Miscellaneous sales from August 10 to September 28, 1964, totaled \$16,184.43; land sales totaled \$22,011.76; and timber sales amounted to \$62,194.92. Rental receipts for the month of September were \$25,847.90. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale three parcels of property. These parcels, he said, are no longer needed for highway purposes and the minimum prices are based upon appraised values or on offers in excess of the appraisals. Access and other conditions are consistent with those existing in the vicinity of each property. Where Federal funds have been involved in either right of way or construction, the approval of the U. S. Bureau of Public Roads has been secured. The Commission authorized sale of the following properties and thereupon adopted "Real Property Resolution Nos. 425 through 427", which resolutions by this reference

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are made a part hereof and filed in the Secretary's Office:

- (1) 3,750 square feet of land, File No. 27084 and File No. 27078, located between Hood Avenue and the connection from the Porter Street Structure to Kelly Avenue on the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, for not less than \$4,000. No access is to be allowed to Kelly Avenue or the highway mainline and ramps and the sale is to be subject to the standard sign restriction clause. Approval of the Bureau of Public Roads was received August 25, 1964. (See "Real Property Resolution No. 425").
- (2) 3.0 acres, File No. 20791 and File No. 20792, approximately two miles east of Kane Creek Interchange on the south side of the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, for not less than \$1,200. The sale is subject to the standard sign restriction clause and no access is to be allowed to the Pacific Highway. Approval by the Bureau of Public Roads was received August 26, 1964. (See "Real Property Resolution No. 426").
- (3) 15.7 acres, File No. 20487, on the easterly side of the Goshen-Divide Section of the Pacific Highway in Lane County, at Camas Creek for not less than \$1,500. The sale is to be subject to the standard sign restriction clause and subject also to a 120-foot easement to maintain the Camas Creek Channel. No access is to be allowed to the Pacific Highway. No Federal funds were involved in this transaction. (See "Real Property Resolution No. 427").

Authority for direct sale of three parcels of property was requested by the Right of Way Engineer. These parcels, he said, are no longer needed for highway purposes and in line with the policy of granting governmental agencies first priority in acquiring such parcels he recommended that the parcels be sold direct. The Commission approved the following direct sales:

- (1) 3.16 acres, File No. Q-126, consisting of an old quarry site 10 miles north of Medford on the Crater Lake Highway in Jackson County to Jackson County for the sum of \$750. The sale is subject to a public use clause. The Bureau of Public Roads is not involved in this property.
- (2) 4.32 acres, File No. Q-412, being an exhausted road materials source on The Dalles-California Highway near Redmond to the City of Redmond for the sum of \$1. The sale is to include a public use clause as

the City plans to use the area for a park. The Bureau of Public Roads is not involved in this transaction.

- (3) 0.15 acre, File No. 18930, consisting of a 10-foot strip of land one-half mile north of the Oakland Junction and Calapooya Creek on the Pacific Highway to Douglas County for the sum of \$1. The sale is subject to a clause restricting the property to roadway use. The Bureau of Public Roads is not involved in this transaction.

Three "Indentures of Access" were presented by the Right of Way Engineer who stated that the changes which involve the lifting of a use restriction comply with the Commission's "Throughways and Rights of Access Resolution No. 4c". The Commission approved the following "Indentures" subject to approval by the Bureau of Public Roads on the Fields Property and the Monroe Property.

- (1) Lindemann and Mitchell Property, File No. 16475, on the Mehama-Mill City Section of the North Santiam Highway in Marion County, for a change in location of one point of access, 25 feet in width, for ordinary travel and non-commercial use.
- (2) Byrd's Inc. Property, File No. 32628 and File No. 32629 (Johnson and Fields) on the "E" and "F" Streets Connection of the Redwood Highway in Josephine County, for a change in location of two points of access and a change from private residential to unrestricted use. The "Indenture" also provides that the property owners are to pay to the State the sum of \$3,000 which is the amount that the State paid for the restriction to private use. (Commission approval to be effective only if approved by the Bureau of Public Roads.)
- (3) Monroe Property, File No. 21610, on the Sagehen Hill-Hines Section of the Central Oregon Highway in Harney County adjacent to the Hines Lumber Company mill pond, for widening of one point of access from 25 to 35 feet and a change from private-residential and agricultural activity to use as an approach to a trailer park. Nothing was paid for the restriction of use in the original transaction. (Commission approval to be effective only if approved by the Bureau of Public Roads.)

"Grants of Access" were recommended by the Right of Way Engineer and approved by the Commission as follows:

- (1) Clark Property, File No. 31804, on the Deschutes River-Redmond Section of the McKenzie Highway for one point of access opposite Engineer's Station 179+98, 35 feet in width and unrestricted as to use, subject to the State's right to construct a frontage road at any time. This action, the Right of Way Engineer explained, is to conform the records to actual construction.
- (2) Weyerhaeuser Timber Company (Modoc Lumber Company) Property, File No. 23402, on the Klamath Falls Section of the Klamath Falls-Lakeview Highway in Klamath County, for one point of access to the southerly side of the frontage road known as the "B" line for the South Sixth Street Railroad Overcrossing Project at Highway Engineer's Station 3+80, 40 feet in width and unrestricted as to use.

A release of the former Juliet E. Hull quarry site lease, File No. 33495, on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, was presented by the Right of Way Engineer. He explained that the lease expires on its own terms on October 15, 1964, but the attorney who is closing the estate of the deceased, Juliet E. Hull, has asked for a formal release. Based upon his favorable recommendation, the Commission approved the release.

Consideration was given to the granting of a slope easement to Southern Pacific Railroad Company on a small area on the Pacific Highway East near the Murder Creek Interchange north of Albany, Linn County, File No. 25062. The Right of Way Engineer commented that the Railroad plans to construct a building on their property which will require that a slope be constructed on State property. The proposed easement provides that the Railroad pay \$100 for the easement which provides no access to the Pacific Highway and is subject to the standard sign restriction clause. Approval of the Bureau of Public Roads was received in their letter of September 11, 1964. The Commission approved the easement.

The Commission gave attention to a request from the City of Ontario to purchase the Highway Department Maintenance Station Site in Ontario adjoining the Old Oregon Trail in Malheur County. This property, the Right of Way Engineer said, consists of Lots 1 thru 10 in Block 43 of the City of Ontario. The City has agreed to pay \$15,625; \$2,000 of which is to be paid immediately and the balance of \$13,625 is to be paid in five equal annual installments beginning December 1, 1965. The Right of Way Engineer also commented that the price to be paid by the City is one-half the appraised value made by the Highway Department. The Commission approved the sale subject to a public use clause.

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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 considered. 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. 1959 through 1979", 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 8, 1964, filed in the Secretary's Office).

A written "Report of Cases Tried" in Court since the last Commission meeting was presented by the Chief Counsel. In the case of the State vs. J. P. Clark, he mentioned that the Supreme Court has reversed the lower court and disallowed the attorneys fees. In the case of State vs. Lawrence L. Dumas, the Supreme Court refused to order a new trial as requested by the State. 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-4261A J. P. Clark, et al.	Jackson	Pacific	South Ashland- Wall Creek	\$2,600.00	\$3,400.00	\$1,340.00
L-4459 R. W. Moore, Jr., et al.	Jackson	Pacific	Wall Creek- California State Line	8,100.00	29,500.00 Amended to 35,440.00 at trial	15,500.00
L-4017 Pacific Coast Land Co., et al.	Lincoln	Oregon Coast	South Newport) State Park)	(Case dismissed because of various interests held by the parties. 11 cases filed in lieu thereof.)		
L-4585 Everett S. Lawrence, et ux.	Lincoln	Corvallis- Newport	Newport- Toledo)))))			
L-4470 Richard F. Jones, et ux.	Multnomah	Pacific	North Portland- Harbor-North Russell Street	4,500.00	9,000.00	(Supplemental to report of April 23, 1964. Telephonic approval of Mr. Jackson to waive \$59.75 costs in favor of State.)

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4537 Laura D. Wanser, et vir.	Washington	Beaverton-Tigard	Sunset Highway Pacific Highway	\$ 700.00	\$ 1,600.00
(Appraisal revised to give consideration to construction of sewer which affected value of property.)					
L-4478 Shriners' Hospitals, etc., et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	31,000.00	34,600.00
(Settlement is in lieu of new trial and appeal to Supreme Court. Prior approval of BPR (letter September 14, 1964)					
L-4436 Stanley Mohr, et al.	Douglas	Pacific	Sutherlin-Shady	1,900.00	2,400.00
L-4449 Elk Lumber Company	Jackson	Pacific	Wall Creek-California State Line	175.00	200.00
L-4411 Roy O. Seal, et ux.	Lane	McKenzie	Blue River-Will Creek	3,350.00	3,800.00
L-4634 Wallace Houston, et al.	Linn	Corvallis-Lebanon	Corvallis-Orleans	22,150.00 without sign	22,150.00
R-36746 Helen Converse, et al.	Josephine	Pacific	Douglas County Line-Coyote Creek	9,750.00 for right of way only	13,800.00 (Recommended)
(Action deferred to November meeting)					
R-36118 R. M. Wade & Co., et al.	Multnomah	Stadium Freeway	Fremont Interchange-Sunset Interchange	67,500.00	72,500.00
(Possession to be retained by owner until April 15, 1965)					
R-35835 E. J. Windle, et al.	Tillamook	Nehalem Bay State Park		1,100.00	1,300.00
(Subject to the mineral rights held by E. J. Windle. These rights will be combined with others and acquired from Mr. Windle directly under separate file.)					

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-33288 Edward J. Vancoelen	Washington	Beaverton-Tigard	Sunset Highway Pacific Highway	\$13,000.00	\$13,750.00
L-4613 Frances White, et al.	Linn	Corvallis-Lebanon	Corvallis-Orleans	21,900.00	23,000.00
L-4491 Leland W. Svaverud, Jr., et al.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	10,300.00	12,500.00
(The owner submitted appraisals by two fee appraisers who have often been used by State. Their appraisals were \$12,500 and \$13,410.)					
L-4614 Charlotte L. Easterling, et al.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	300.00	300.00
L-3819 Blanche Staggs Beamer, et al.	Umatilla	Oregon-Washington	Athena-Blue Mountain	1,300.00	1,587.50
L-4631 Arthur Brown, et ux.	Curry	Oregon Coast	Winchuck River	13,925.00	15,200.00
(Appraisal revised to \$15,425.)					

REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
L-4180 Bennie Louise Gannaway	Thomas Garland Gannaway, et al.	Jackson	Partition Suit	Partition of real property	Dismissed for lack of prosecution

(For additional details, see the Chief Counsel's letter dated October 2, 1964, entitled "Report of Cases Settled", and his letter dated October 8, 1964, entitled "Supplemental Report of Cases Settled", in the General Files in Salem).

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The Commission confirmed prior telephonic approval of offers for acquisition made to the owners of real property prior to the institution of condemnation proceedings as follows:

ALSEA MOUNTAIN SECTION OF THE ALSEA HIGHWAY

R-36242 - William C. Gary, et ux. 5.9 acres for right of way purposes. Offer of \$9,200.00 approved by Mr. Jackson September 22, 1964.

BURNSIDE STREET-SANDY BOULEVARD INTERSECTION SECTION OF THE SANDY BOULEVARD HIGHWAY

R-37221 - Joe Greblo. Parcel No. 1: 532 square feet for right of way purposes; Parcel No. 2: 738 square feet for permanent easement. Offer of \$4,440.00 approved by Mr. Jackson October 5, 1964.

CORVALLIS-ORLEANS SECTION OF THE CORVALLIS-LEBANON HIGHWAY

R-35175 - Robert Beach, et ux. Parcel No. 1: 1.05 acres for right of way purposes; Parcel No. 2: 0.18 acre for permanent easement. Offer of \$1,580.00 approved by Mr. Jackson September 9, 1964.

R-35177 - Robert E. Taylor, et ux. 0.71 acre for right of way purposes. Offer of \$4,000.00 approved by Mr. Jackson August 18, 1964.

R-35178 - Mae Z. Smith. 2.9 acres for right of way purposes. Offer of \$2,950.00 approved by Mr. Jackson August 28, 1964.

R-35188 - Carson E. Berger, et ux. Parcel No. 1: 1.6 acres for right of way purposes; Parcel No. 2: 0.43 acre for right of way purposes. Offer of \$2,200.00 approved by Mr. Jackson September 17, 1964.

DOUGLAS COUNTY LINE-COYOTE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36717 - William Ashby, Jr., et al. Acquisition of access. Offer of \$4,050.00 approved by Mr. Jackson September 15, 1964.

R-36720 - Erma Holland, et al. 2.0 acres for right of way purposes. Offer of \$425.00 approved by Mr. Jackson August 28, 1964.

R-36721 - Horace M. Swaim, et ux. 1.0 acre for right of way purposes. Offer of \$700.00 approved by Mr. Jackson September 29, 1964.

R-36722 - Edward Holland, et ux. 5.5 acres for right of way purposes. Offer of \$7,860.00 approved by Mr. Jackson August 28, 1964.

R-36723 - Jerry Ledford Hisaw, et ux. 1.4 acres for right of way purposes. Offer of \$7,400.00 approved by Mr. Jackson August 28, 1964.

R-36725 - Lester A. Jensen, et al. 6.25 acres for right of way purposes. Offer of \$1,950.00 approved by Mr. Jackson September 22, 1964.

DOUGLAS COUNTY LINE-COYOTE CREEK SECTION OF THE PACIFIC HIGHWAY CONT.

R-36726 - Volney S. Oden, et ux. Parcel No. 1: 6.51 acres for right of way purposes; Parcel No. 2: 0.24 acre for right of way purposes. Offer of \$1,150.00 approved by Mr. Jackson September 15, 1964.

R-36730 - Julius B. Schaffer. 0.36 acre for right of way purposes. Offer of \$200.00 approved by Mr. Jackson September 22, 1964.

R-36732 - George F. Weaver, et ux. 2.7 acres for right of way purposes. Offer of \$5,525.00 approved by Mr. Jackson September 22, 1964.

R-36734 - Henry J. McClusky, et ux. 0.36 acre for right of way purposes. Offer of \$200.00 approved by Mr. Jackson August 28, 1964.

R-36737 - Clyde Crissman, et ux. 1.75 acres for right of way purposes. Offer of \$1,235.00 approved by Mr. Jackson September 14, 1964.

R-36741 - Alpha E. Lewis, et al. 4.7 acres for right of way purposes. Offer of \$2,400.00 approved by Mr. Jackson September 17, 1964.

R-36744 - Walter W. Mosher, et ux. 6.7 acres for right of way purposes. Offer of \$2,350.00 approved by Mr. Jackson September 28, 1964.

R-36745 - John Ronchi. 0.4 acre for right of way purposes. Offer of \$200.00 approved by Mr. Jackson September 18, 1964.

R-36746 - Helen Converse, et al. 16.3 acres for right of way purposes. Offer of \$9,750.00 approved by Mr. Jackson September 9, 1964.

R-36749 - J. R. Carter, et ux. 0.85 acre for right of way purposes. Offer of \$2,950.00 approved by Mr. Jackson October 5, 1964.

R-36851 - Charles A. Berry. Acquisition of access. Offer of \$5,400.00 approved by Mr. Jackson September 9, 1964.

R-37060 - Roger L. Strong, et ux. 0.12 acre for right of way purposes. Offer of \$300.00 approved by Mr. Jackson September 11, 1964.

R-37207 - Julius B. Schaffer. 0.04 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson September 24, 1964.

FAREWELL BEND STATE PARK

R-36182 - George N. Speropulos. 150 acres for park purposes. Offer of \$17,100.00 approved by Mr. Fridley September 22, 1964.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-36123 - State Finance Co. 38,000 square feet for right of way purposes. Offer of \$136,250.00 approved by Mr. Jackson September 3, 1964.

GULLY ROUTE CONNECTION SECTION OF THE MT. HOOD HIGHWAY

R-36256 - Frederick S. Giese, et ux. 0.15 acre for right of way purposes. Offer of \$2,250.00 approved by Mr. Jackson September 3, 1964.

R-36258 - Mike Boyko, et ux. 0.12 acre for right of way purposes. Offer of \$3,500.00 approved by Mr. Jackson September 3, 1964.

R-36268 - G. D. Wrede, et ux. Parcel No. 1: 4.37 acres for right of way purposes; Parcel No. 2: 0.35 acre for permanent easement. Offer of \$7,200.00 approved by Mr. Jackson September 2, 1964.

R-36287 - Merlin G. Morasch, et ux. 0.45 acre for right of way purposes. Offer of \$625.00 approved by Mr. Jackson September 1, 1964.

HILL CREEK-OXMAN SECTION OF THE OLD OREGON TRAIL HIGHWAY

L-4199

R-29119 - Verdell S. Kirby, et ux. Parcel No. 1: 38.0 acres for right of way purposes; Parcel No. 2: 2.5 acres for right of way purposes; Parcel No. 3: 0.9 acre for right of way purposes; Parcel No. 4: 41.0 acres for right of way purposes; Parcel No. 5: 0.46 acre for temporary easement; Parcel No. 6: 0.7 acre for temporary easement; Parcel No. 7: 1.2 acres for temporary easement; and Parcel No. 8: 0.75 acre for temporary easement. Offer of \$28,000.00 approved by Mr. Fridley October 5, 1964.

K.I.D. CANAL-MADISON STREET SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY

R-35970 - Rollin A. Cantrall, et ux. 350 square feet for permanent easement and acquisition of access. Offer of \$200.00 approved by Mr. Jackson September 24, 1964.

NEHALEM BAY STATE PARK

R-35247 - Susan A. Henderson. 8,000 square feet for park purposes. Offer of \$500.00 approved by Mr. Simpson September 17, 1964.

R-35248 - Kathie Mae Henderson. 8,000 square feet for park purposes. Offer of \$500.00 approved by Mr. Simpson September 17, 1964.

R-35289 - Edith Burkitt. 20,000 square feet for park purposes. Offer of \$2,350.00 approved by Mr. Simpson September 11, 1964.

R-35306 - Merritt O. Newdall, et ux. 10,000 square feet for park purposes. Offer of \$7,250.00 approved by Mr. Simpson September 16, 1964.

ORLEANS-LAKE CREEK SECTION OF THE CORVALLIS-LEBANON HIGHWAY

R-37216 - Dale Fischer and H. B. Smith. 3.4 acres for right of way purposes. Offer of \$2,400.00 approved by Mr. Jackson October 1, 1964.

OXMAN-BENSON CREEK SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-36091 - Chris Lang. 13.0 acres for right of way purposes. Offer of \$450.00 approved by Mr. Fridley September 17, 1964.

R-36092 - Anna Serene Hindman, et al. 2.9 acres for right of way purposes. Offer of \$65.00 approved by Mr. Fridley September 17, 1964.

R-36094 - Lowell Merton Hursh, et ux. Parcel No. 1: 1.5 acres for right of way purposes; Parcel No. 2: 8.4 acres for right of way purposes; Parcel No. 3: 0.1 acre for permanent easement. Offer of \$265.00 approved by Mr. Fridley September 17, 1964.

R-36098 - Daisy Shook. Parcel No. 1: 4.9 acres for right of way purposes; Parcel No. 2: 16.1 acres for right of way purposes; Parcel No. 3: 0.76 acre for permanent easement; and Parcel No. 4: 0.13 acre for permanent easement. Offer of \$660.00 approved by Mr. Fridley October 1, 1964.

R-36762 - Louise Hindman, et al. 0.02 acre for right of way purposes. Offer of \$50.00 approved by Mr. Fridley September 23, 1964.

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

R-32420 - Joseph M. Loomis, et ux. Parcel No. 1: 2.75 acres for right of way purposes; Parcel No. 2: 0.05 acre for right of way purposes. Offer of \$16,800.00 approved by Mr. Jackson September 16, 1964.

R-32421 - Orville Lee Robinett, et al. 2.82 acres for right of way purposes. Offer of \$14,300.00 approved by Mr. Jackson September 16, 1964.

R-32671 - Ralph G. Coan, et ux. 2.85 acres for right of way purposes. Offer of \$9,150.00 approved by Mr. Jackson September 16, 1964.

R-35330 - Herbert Olson, et ux. 0.09 acre for right of way purposes. Offer of \$700.00 approved by Mr. Jackson September 16, 1964.

R-35332 - Herbert Olson, et ux. 0.09 acre for right of way purposes. Offer of \$9,750.00 approved by Mr. Jackson September 16, 1964.

R-35356 - Russell T. Sowersby, et al. 1.71 acres for right of way purposes. Offer of \$8,550.00 approved by Mr. Jackson September 3, 1964.

R-37242 - Ralph G. Coan and Jerome S. Bischoff. 0.02 acre for right of way purposes. Offer of \$250.00 approved by Mr. Jackson September 16, 1964.

A written report was submitted by the Chief Counsel concerning an order received from the Public Utility Commissioner, which is summarized as follows:

PUX 535: Application by the State Highway Commission for authority to construct a crossing at grade with the tracks and right of way of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the Minam Grade Crossing project on the Wallowa Lake Highway in Wallowa County. The Commission's request was granted. This project, he explained, abandons an existing highway undercrossing which has a bad angle and inadequate width requiring one-way traffic for trucks. The grade crossing eliminates these features. The State is to assume the maintenance cost for the flashing signals to be installed at the crossing. The Commission accepted the report.

A report of property damage claims covering the three-month period from July 1, 1964, to September 30, 1964, was presented by the Chief Counsel. During this period the number of claims pending declined from 227 to 199 and \$13,168.37 was collected. The Commission accepted the report.

A brief report was also made by the Chief Counsel on legal proceedings which have been started since the last Commission meeting. The Commission accepted the report, summarized as follows:

- (1) Merle Trachsel vs. James Maddox, State of Oregon. This case arose as a result of an accident February 18, 1964, on the Willamina-Salem Highway, west of Salem, involving a State Highway truck and driver. An investigation indicates that the State driver was not at fault and the State insurance carrier will be asked to defend the employee.
- (2) Ivan D. Warthen vs. Marvin L. Mross, Harry H. Diehl and State. Plaintiff seeks to recover \$5,000 general damages and \$210.20 special damages to his person suffered in an automobile accident on March 10, 1964, on the Clear Lake-Belknap Springs Highway. Mr. Mross was the driver of the snow plow towing Mr. Diehl's car. Defense of the driver will be tendered to the State insurance carrier.
- (3) L. E. Oster, et al. vs. Rogers Construction, Inc. Plaintiff seeks to recover \$1,140 damages for trespass. The defendant was contractor on Contract No. 6327 (Marks Creek-Field Creek Section of John Day Highway). An encroachment was made on the property by Highway Department personnel. Rogers Construction, Inc. has tendered defense of the case to the State and the Chief Counsel recommended that the State assume defense of the claim.
- (4) Zelig Mink vs. Donald M. Drake & Company. Plaintiff seeks to recover damages to his property caused by vibrations from the contractor's equipment while working on Contract No. 6331. The State, the Chief Counsel said, is not liable and he recommended rejection of the defense of the case.

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Confirmation was requested by the Chief Counsel of prior telephonic approval of a compromise settlement of claims made by Keystone Construction Company on Contract No. 5604 and Contract No. 5769 on the Baker-Pleasant Valley and Pleasant Valley-Hill Creek Sections of the Old Oregon Trail in Baker County. The proposed settlement in the amount of \$15,559.79 is the result of negotiations on original claims totaling \$430,000. It was his recommendation that the compromise settlement be approved. The Commission approved the settlement.

Consideration was given to a request from the City of Tigard for consent to annexation to the City of a portion of the Pacific Highway West adjacent to Frewing Orchard Tracts in Section 2, Township 2S., Range 1W., W.M. in Washington County. Following the favorable recommendation of the Chief Counsel, the Commission gave its consent to the annexation and authorized the Secretary to sign a consent form in their behalf.

The Commission also considered a compromise settlement of a claim against Lee Hoffman, Inc., contractor for the Oak Lodge Sanitary District No. 1, for damages to highway facilities while constructing sewer lines along the Pacific Highway East between Milwaukie and Gladstone in Clackamas County. The Chief Counsel explained that the Sanitary District and the contractor had been involved in a law suit and to make the highway safe for public travel the State had filled ditches and performed some other work, a cost of approximately \$8,000. It was his recommendation that the settlement for \$6,500 be approved as it would be exceedingly difficult to present exact cost items to substantiate the estimated cost of \$8,000. The Commission approved the compromise settlement and authorized the Secretary to sign the "Release and Assignment" on their behalf.

The Commission appointed Mr. George E. Rohde to replace Mr. L. I. Lindas on the Traffic Court Rules Committee.

The Commission confirmed appointment of Mr. George E. Rohde as Chief Counsel to the Highway Commission to succeed Mr. L. I. Lindas. The Commission thereupon adopted "Appointment Resolution No. 28", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Chief Counsel requested that Mr. Frank McKinney, Chief of the Office Section in the Legal and Right of Way Division, be appointed as Acting Assistant Counsel. Mr. McKinney, he said, has had 12 years experience in the Legal and Right of Way Division and is familiar with Highway procedures and is a very competent attorney. The Commission appointed Mr. McKinney as Acting Assistant Counsel and thereupon adopted "Appointment Resolution No. 29", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

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The Engineer presented an agreement with the U. S. Navy to renew a lease on a small area in Shore Acres State Park in Coos County used for a radio testing facility. Naval use of the area, he said, does not interfere with public use of the park and he recommended that the lease be renewed for a period of one year from August 1, 1964, to July 31, 1965, with the privilege of renewing the lease from year to year but not beyond July 31, 1968. The Commission approved the lease agreement and authorized the Secretary to sign it in their behalf.

The Engineer reported that he had made 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 his award of the following contracts:

- (1) Grading, paving and one RCBG bridge on the Winchuck River Section of the Oregon Coast Highway in Curry County. Bids received August 25, 1964. Contract No. 6487 awarded September 1, 1964, to Concrete Steel Corporation, Medford, low bidder.
- (2) Grading and paving on Powers (2nd Avenue) Section of city street in Coos County. Bids received August 25, 1964. Contract No. 6496 awarded August 28, 1964, to Woodward and Son and Barklow, Inc., Coquille, low bidder.
- (3) Norkenzie Road and Gilham Road Undercrossings on Belt Line Road in Lane County. Bids received August 25, 1964. Contract No. 6497 awarded August 28, 1964, to Ross Bros. Construction Company, Salem, low bidder.
- (4) West Birch Creek Bridge on Cedar Street in Pilot Rock in Umatilla County. Bids received August 25, 1964. Contract No. 6498 awarded September 2, 1964, to George E. Berry, Beaverton, low bidder.

Increases in project authorization on six highway construction projects were requested by the Engineer and approved by the Commission as follows:

- (1) Contract No. 6211 for paving on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County for an increase of \$98,160 (10.9 per cent). Principal causes of the overrun, he said, were the need for additional base rock and crushed rock because of excess compaction, additional guardrail as a median barrier and an overrun in engineering cost caused by the contractor's method of operation.

- (2) Contract No. 6477 for grading and paving on the Nyberg Road East in the City of Tualatin in Washington County for an increase of \$1,806 (16.7 per cent). Major reasons for the overrun were increased quantities for general excavation and coarse crushed base material in widening the roadbed and an increase in the quantity of asphaltic concrete to pave the shoulders.
- (3) Contract No. 6275 for grading, paving and signing on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County for an increase of \$85,510 (7.19 per cent). Unanticipated slide removal work, additional subsurface drainage items, rock slope protection and additional coarse crushed base material were listed as reasons for the overrun.
- (4) Contract No. 6407 for paving on the Suttle Lake-Deschutes County Line Section of the Santiam Highway in Jefferson County for an increase of \$32,380 (38.49 per cent). Causes for the overrun were listed as the need for larger equipment and more operating time to prepare the shoulders because of cemented boulders and flattening of backslopes.
- (5) Contract No. 6189 for grading and oiling on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County for an increase of \$189,215 (12.4 per cent). Several large slides were cited as reasons for the overrun.
- (6) Contract No. 6426 for slide correction on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County for an increase of \$36,103 (21.55 per cent). Cause of the overrun was removal of an unanticipated slide immediately south of Unit "A" which, because of its proximity, was deemed as a part of the contract.

A tabulation was presented by the Engineer showing the allocation of 1966 Federal-aid Secondary funds to the counties in the state. This allocation, he said, has been computed in accordance with the formula developed by the Association of Oregon Counties, using the official 1960 census and the January 1, 1964, county road mileages. The Commission accepted his recommendation for approval of FAS Allocations to the individual Counties as follows:

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TOTAL FUNDS Including State's and Counties' Match Money (Rounded to Thousands)		
County	Federal Funds	
Baker	\$ 38,205	\$ 64,000
Benton	48,376	81,000
Clackamas	157,526	263,000
Clatsop	42,136	70,000
Columbia	47,260	79,000
Coos	80,770	135,000
Crook	37,312	62,000
Curry	38,604	64,000
Deschutes	42,712	71,000
Douglas	110,181	184,000
Gilliam	26,969	45,000
Grant	33,336	56,000
Harney	37,914	63,000
Hood River	37,921	63,000
Jackson	85,060	142,000
Jefferson	34,155	57,000
Josephine	49,660	83,000
Klamath	70,234	117,000
Lake	36,626	61,000
Lane	162,723	271,000
Lincoln	48,492	81,000
Linn	87,189	145,000
Malheur	69,601	116,000
Marion	137,606	229,000
Morrow	36,563	61,000
Multnomah	237,540	396,000
Polk	48,459	81,000
Sherman	26,012	43,000
Tillamook	46,960	78,000
Umatilla	79,755	132,000
Union	36,939	62,000
Wallowa	34,908	58,000
Wasco	40,014	67,000
Washington	139,801	233,000
Wheeler	23,684	39,000
Yamhill	60,217	100,000
Totals....	\$2,371,420	\$3,952,000

SUMMARY, ENTIRE STATE - FISCAL YEAR 1966 COUNTY FAS FUNDS:

Total Federal Funds for Construction (50% of Oregon's apportionment less Planning Survey funds).....	\$2,371,420
Plus estimated required match money.....State Funds	790,290
.....County Funds	790,290
TOTAL COUNTY FAS FUND.....	\$3,952,000

(Tabulation cont. on following page)

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NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with State and County funds estimated to be approximately 20% each.

Consideration was given to requests from Curry, Klamath, Lake, Malheur, Marion and Yamhill Counties for 1965, 1966 and 1967 FAS projects totalling \$805,000. Also considered was a request from Harney County to transfer \$187,000 in FAS funds to the State. These projects including the Harney County transfer request have all been investigated, the Engineer said, and are eligible for construction. Following his favorable recommendation, the Commission approved the following FAS projects and authorized the Secretary to sign routine construction agreements when they are prepared.

County	FAS	Section & Description	Programmed Amount	FAS Funds
Curry	287	Edson Creek Bridge. Structure.	\$ 30,000	1965
Harney	450	N. Unit, Diamond Junction-Frenchglen Section. Transfer of County FAS funds to a state highway project.	\$ 187,000	1965
Klamath	415	Washburn Way-Shasta Way Section. Paving.	\$ 150,000	1965
Lake	807	Fish Lake-Drake Creek. Oiling	\$ 70,000	1966
Malheur	827 & 922	Napton & Ridgeview Roads. Oiling, 8.3 miles.	\$ 100,000	1965
Marion	736	Cline Bridge, Pudding River. Structure.	\$ 140,000	1965
Yamhill	112	Hickory Street-17th Street. Grade & pave, 0.7 mile.	\$ 128,000	1965
			\$ 805,000	

SUMMARY BY FISCAL YEARS	Total 1965 & 1966	Estimated 1967	Total
Allocated Funds	\$ 7,746,000	\$3,952,000	\$11,698,000
Approved Projects (Corrected to Date)	3,757,000	--	3,757,000
Unprogrammed Balance	\$ 3,989,000	\$3,952,000	\$ 7,941,000
Projects Proposed 10/9/64	805,000	--	805,000
Unprogrammed Balance	\$ 3,184,000	\$3,952,000	\$ 7,136,000

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The Commission authorized the Engineer to hold a public hearing concerning widening the Crater Lake Highway to four lanes from its intersection with the Pacific Highway northerly to White City, (Biddle Road-Camp White Section) a distance of approximately seven miles, in Jackson County. In the discussion of this matter, the Engineer mentioned that cost of construction is estimated at \$1,750,000 and approximately \$100,000 will be required for right of way.

Surveys for improvement of three sections of state highways were presented by the Engineer. He explained aspects of the surveys, pointing out on a map changes that are contemplated, features of construction and other pertinent details and recommended that the surveys be approved. The Commission accepted his recommendation and thereupon adopted "Survey Resolution Nos. 289 and 290", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) Goshen Interchange Section of the Pacific Highway in Lane County. A public hearing was held July 16, 1964. (See "Survey Resolution No. 289").
- (2) McVay Railroad Overcrossing Section of the McVay Secondary Highway in Lane County. No public hearing was required. (See "Survey Resolution No. 290").
- (3) Lowell Street-South City Limits (Portland) Section of the Oswego Highway in Multnomah County. A public hearing was held September 22, 1964. On this project the Engineer commented that it is planned at this time to purchase only the right of way necessary to protect the highway location and to acquire other properties as they become available from time to time. This procedure, he said, should provide ample opportunity for full negotiations in the purchase of right of way. (See "Survey Resolution No. 290").

In response to an inquiry from the Commission, the Engineer commented on proposed plans for construction on the Oswego Highway in the City of Portland. Commissioner Fridley asked how long the four-lanes would adequately serve traffic. The Engineer replied that according to traffic surveys, the facility should be adequate for about 15 years. Commissioner Simpson commented he was pleased to hear that right-of-way acquisition on this project is planned at a tempo to allow ample time for negotiations with property owners.

Four 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 outlined briefly the pertinent facts for each contract and made his recommendation as to action to be taken. After considering the Engineer's recommendation and other available information, the Commission took action as follows:

- (1) Hamilton & Thoms, Inc., Contract No. 6253, for grading, oiling, roadside improvement and structure on the Coburg Quarry Slide-Egge Road Section of the Pacific Highway in Lane County, requested 16 additional workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request which had received prior approval by the U. S. Bureau of Public Roads on September 1, 1964.
- (2) Acme Construction Company, Contract No. 6427, for paving on the Garden Road-Albany Section of the Albany-Corvallis Highway in Benton County, requested an extension of the specified completion date from September 1 to September 30, 1964, within which to complete the contract without assessment of liquidated damages. The Commission approved the request. Approval of the U. S. Bureau of Public Roads is not required as this is a state project.
- (3) Access Construction Company, Contract No. 6446, for grading and paving on the Mile Point 2 Slide Section of the Corvallis-Newport Highway in Lincoln County, requested an increase of 30 workdays beyond the specified completion date of September 1, 1964, within which to complete the contract without assessment of liquidated damages. The Commission denied the request. The Engineer pointed out that the contract was completed on September 12 with an overrun of seven workdays. As this is a state project, approval of the U. S. Bureau of Public Roads is not required.
- (4) Rogers Construction, Inc., Contract No. 6292, for grading, paving, signing and structure on the Heppner Junction Interchange and the North Unit, Heppner Junction Interchange-Rhea Sections of the Columbia River and Heppner Highways in Gilliam County, requested an extension of time from July 31, 1964, to September 30, 1964, within which to complete the project without assessment of liquidated damages. The Commission approved extension of the specified completion date from July 31, to September 5, 1964. It was indicated that the U. S. Bureau of Public Roads has approved the extension of time to September 5.

The Engineer reported that Contract Nos. 6089, 6122, 6208, 6215, 6219, 6239, 6255, 6271, 6276, 6299, 6320, 6322, 6348, 6365, 6375, 6399, 6402, 6404, 6405, 6407, 6413, 6419, 6428, 6432, 6433, 6436, 6437, 6438, 6439, 6446, 6448, 6460, 6464, 6465, and 6486, 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. 135", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The matter of authorizing additional funds to assist the City of Central Point in paying for their share of railroad signalization on Pine Street between Haskell and Front Streets was presented by the Engineer. He explained that the City of Central Point had entered into an agreement with Southern Pacific Company in which the City and Railroad would share the cost of installing signals. The City's share was estimated at \$9,750. Bids were received on April 23, 1963, for the city street improvement on Pine Street, including the railroad signalization, for a total estimated cost of \$26,905. The City was unable to raise the required amount of \$6,905, the amount in excess of the State's share of \$20,000, and the project was awarded for the street work only at an estimated cost of \$14,635.25. The Railroad Company was not informed of the decision to delete the signals from the contract and went ahead with the installation, billing the City of Central Point for the sum of \$7,633 as the City's share. The Engineer pointed out that the final cost of the street improvement project was \$12,786.41 which leaves \$7,213.59 of the \$20,000 originally authorized. To relieve the City of a heavy financial burden and to honor the agreement with the City, he recommended that the State pay to the City the difference between the cost of the project and the original allocation, which amounts to \$7,213.59, and that the expenditure be charged to the 1965 Special City Allotment Program as the 1963 books have been closed. The Commission approved the expenditure.

The Engineer made recommendations to establish, revise, or rescind speed zones on certain sections of State highways. These recommendations, he said, are the results of continuing investigations to bring speed zones in line with existing traffic and roadside conditions. The Commission accepted his recommendations and thereupon adopted "Speed Zone Resolution Nos. 472 through 476 and 260-a", which resolutions by this reference are made a part hereof and filed in the Secretary's Office as follows:

- (1) "Speed Zone Resolution No. 472" rescinds "Speed Zone Resolution No. 45-a", dated December 12, 1960, and establishes 70, 45 and 35 MPH speed zones on the Minnesota Freeway Section of the Pacific Highway in Multnomah County between M. P. X4.51 and M. P. X6.97. These speed zones are to become effective when the highway is completed to Interstate standards and signs are installed.
- (2) "Speed Zone Resolution No. 473" establishes a 40 MPH speed zone on the McVay Highway from 0.14 mile north of Bloomburg Road to a point 500 feet south of Bloomburg Road, Lane County.

- (3) "Speed Zone Resolution No. 474 establishes 70, 55 and 50 MPH speed zones on the Pacific Highway, Douglas County, from a point 0.37 mile north of the north city limits of Sutherlin (M.P. 181.30) to a point 0.37 mile south of Myrtle Creek Overcrossing (M.P. 210.40). These speed zones are to become effective when the sections are completed to Interstate standards and signs are installed.
- (4) "Speed Zone Resolution No. 260-a" rescinds "Speed Zone Resolution No. 260", dated October 31, 1957, so that the basic rule will prevail on the Albany-Corvallis Highway, west of Albany, in Benton County.
- (5) "Speed Zone Resolution No. 475" rescinds "Speed Zone Resolution No. 262", dated October 31, 1957, and establishes on the Beaverton-Tualatin Highway No. 141 in Washington County 40 and 45 MPH speed zones from Allen Avenue near Beaverton (M.P. 0.85) to the north city limits of Tigard (M.P. 4.74), except that between M.P. 3.98 and M.P. 4.19 the designated speed shall be 20 MPH during the hours of school crossings.
- (6) "Speed Zone Resolution No. 476" rescinds "Speed Zone Resolution No. 157-a", dated September 24, 1959, and establishes on the Oregon Coast Highway in Curry County a 45 MPH speed zone from the east city limits of Brookings at M.P. 357.90 southerly to M.P. 358.92.

The Commission considered a report made by Parsons, Brinckerhoff, Quade & Douglas on preliminary designs for the Fremont Bridge on Interstate Route 405 in Portland, Multnomah County. The Engineer commented that it is expected that the cost of the report will be near \$85,000. Originally it was agreed that the total cost was not to exceed \$88,000. He recommended that the report be accepted. The Commission accepted the report subject to concurrence by the Bureau of Public Roads.

A resolution was presented by the Engineer reclassifying portions of the Old Oregon Coast Highway replaced by the North Unit of the Astoria-Camp Rilea Section which was recently completed and opened to travel. Clatsop County and the Cities of Astoria and Warrenton, he said, have refused to accept jurisdiction or maintenance of the old highway, and as it no longer has the characteristics of a primary route he recommended that it be reclassified as:

- (1) Warrenton-Astoria Secondary Highway No. 105, (including the existing Warrenton Secondary Highway No. 105) beginning at a junction with the Fort Stevens Secondary Highway No. 104 at M.P. 3.35 in the City of Warrenton, easterly to a junction with the Nehalem Secondary Highway No. 102 at M.P. 1.42 of the revised Nehalem Highway, a distance of 7.25 miles.

- (2) Nehalem Secondary Highway No. 102, beginning at the junction with the Oregon Coast Highway at M.P. 1.57 in Astoria just north of the new Youngs Bay Bridge, thence southeasterly via Jewell, Mist, Vernonia, and Banks, to the junction with the Tualatin Valley Highway in Forest Grove, a distance of 90.21 miles.

The Commission accepted the Engineer's recommendation and thereupon adopted "Secondary Highway Designation Resolution No. 67", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An agreement with the City of Albany and Linn County providing for the elimination of the Elm Street connection from the State Highway System was presented by the Engineer. The relocation and construction of a portion of the Albany-Junction City Highway in Albany, the Engineer said, has made the Elm Street connection unnecessary. The agreement provides for transfer of title of the approximate 3,150-foot section of roadway to Linn County, and from Linn County to the City of Albany. He also pointed out that in this transfer it is necessary that the Commission adopt a resolution to legally make the abandonment effective. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign the agreement in their behalf. The Commission also adopted "Abandonment and Retention Resolution No. 426", which resolution by this reference is made a part hereof and filed in the Secretary's Office in Salem.

Consideration was given to a supplemental throughway agreement with the City of Springfield and Lane County pertaining to the Mohawk Road-High Banks Road Section of the Eugene-Springfield Highway. The supplemental agreement, the Engineer said, provides for construction of a frontage road and interchange ramps and the closure of several county roads. Upon completion of the project, the County is to assume jurisdiction of the frontage road. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with Linn County concerning transfer to the County of the State-owned Oak Creek borrow areas along the Pacific Highway, south of Albany. The Engineer explained that the County has agreed to develop and maintain the areas for public recreational use without cost to the State. The Commission approved the transfer to the County without charge and authorized the Secretary to sign the agreement in their behalf. While this matter was under consideration, Chairman Jackson inquired if the Bureau of Public Roads had agreed to transfer their equity in the borrow sites. The Engineer replied that the Bureau of Public Roads has no monetary interest in the borrow areas but has concurred otherwise.

A cooperative landscape agreement with the City of Dallas for beautification of three areas near the intersection of Kings Valley Highway and Ellendale Avenue was recommended by the Engineer. The State is to furnish plants, shrubs, and weed control spray and other items at a cost not to exceed \$550. He estimated the total cost of the project at \$1,100. The City is to grade, drain, place top soil and provide water, and maintain the planted areas at City expense. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

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An agreement with the City of Medford for installation of a traffic 4h signal on the Medford-Provolt Highway at Main and Columbus Streets was considered. The City of Medford requested the installation, the Engineer said, and an investigation showed that the signal is warranted. The agreement covering the installation was scheduled for presentation at the August 27, 1964, meeting but failed to get on the agenda. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with the Springfield Utility Board for construction of a 30-inch diameter conduit and future structural maintenance by the State. The Engineer explained that in construction of the Mohawk Road-High Banks Road Section of the Eugene-Springfield Highway in Lane County, it is necessary for maintenance purposes to place an existing 18-inch water main owned by the Utility Board inside a 30-inch diameter conduit. He estimated cost of the conduit at approximately \$2,800, to be borne by the State, 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 August 27, 1964.

The date for the next regular Commission meeting was set for November 24, 1964, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for December 15, 1964.

The meeting was recessed at 10:20 a.m. and reconvened at 10:40 a.m.

Concerning the proposed route of I-205 in the Portland Metropolitan Area, the Engineer stated that the Commission had previously instructed him to study alternate routes and submit a report. This, he said, has been done and he asked for further instructions from the Commission. The Chairman stated that the report should be released and the Commission plans to hold a meeting in Portland on October 14, 1964, to consider the report. It is planned at this meeting, he continued, to review the report and to set a date or dates for a public hearing. (Later arrangements were made to hold the Commission meeting in the Georgian Room of the Park Haviland Hotel in Portland, beginning at 10:00 a.m.)

The Engineer reviewed for the Commission bids received September 22, 1964, on which the Commission had taken action September 25. The Commission confirmed its award of contracts of September 25 as follows and authorized the Secretary to sign the contracts in their behalf.

BIDS RECEIVED IN SALEM ON SEPTEMBER 22, 1964

"Structures, grading, paving, signing and toll collection facilities on Astoria Approach Interstate Bridge Section of Oregon Coast Highway in Astoria in Clatsop County. Federal-aid Primary Project No. F-115(20). Four bids were received. The Commission awarded the contract to the low bidder, Pacific Concrete Co., an Oregon Corp., Portland, at \$1,173,333.00.

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"Grading, oiling and two structures on the Elbo Point Section of Coos Bay-Roseburg Highway, southeasterly of Remote in Coos County. FAP No. F-29(18). Five bids were received. The Commission awarded the contract to the low bidder, S. A. Hutchins & Assoc. Constr. Co., Sutherlin, at \$627,550.75.

"Grading, paving, structure and signing on Siskiyou Station-California Section of Pacific Highway, south of Ashland in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(56)00. Five bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Co., Medford, at \$2,448,767.00.

"Ashland-Klamath County Line Rock Production Project on Green Springs Highway, east of Ashland in Jackson County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Saxton-Stevenson, Inc., Salem, at \$70,100.00.

"Medford Traffic Signals at W. Main St. and Columbus Avenue on Medford-Provolt Highway (ORE238) in Jackson County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Madson & Stokes Electrical Contractors, Roseburg, at \$4,935.00.

"Maupin Rock Production Project on The Dalles-California Highway near Maupin in Wasco County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Jed Wilson & Son, Lapine, at \$38,100.00.

"Grading and structures on the Cascade Locks-Mitchell Point Section of Columbia River Highway, east of Cascade Locks in Hood River County. Federal-aid Interstate Highway Project No. I-80N-2(9)43. Five bids were received. The Engineer reported that no agreement had yet been reached with Union Pacific Railroad Company concerning their obligations in the unit bid items on this contract. The Commission deferred action on the award of this contract.

"Grading, paving, structure, and signing on Mohawk Road-High Banks Road Section of Eugene-Springfield Highway in Springfield in Lane County. FAP No. F-330(4). Three bids were received. The Engineer stated that the low bidder, Wildish Construction Company of Eugene, at \$366,465.05, had failed to include a bid item in their proposal and a protest had been received from Roy L. Houck Sons' Corporation, who were second low bidders at \$421,876.40.

At this time Mr. Tom Brand, an attorney appearing in behalf of Roy L. Houck Sons' Corporation, spoke before the Commission. The protest, he said, is made on the basis of principle as it is the feeling of his client that irregular bids should not be considered. The item left out, which amounted to about \$3,000, was not in itself of material consideration but the omission of a bid item, he said, whether the item was large or small, should not be condoned. It was his opinion that the contract should be awarded to Roy L. Houck Sons' Corporation. Chairman Jackson commented that the bid item omitted was a supplemental item sent out to contractors after the original proposal had been prepared, and he inquired as to the conditions under which the supplemental item had been submitted. The Commission, he continued,

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makes every effort to maintain standards in bidding to allow no advantage of one bidder over another. The Commission, he said, wishes to study this matter further and a decision will be made in the near future.

(Later in the day the Commission rejected all bids.)

The Engineer presented a tabulation of bids received October 6, 1964, for highway construction and other 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. The Commission took action on award of the contracts and authorized the Secretary to sign them in their behalf, as follows:

BIDS RECEIVED IN SALEM ON OCTOBER 6, 1964

"Corvallis Traffic Signals on Jefferson St. at 15th St. in Benton County. City Project. Four bids were received. The Commission referred all bids to the City of Corvallis.

"Grading on Hellgate Bridge Section of FAS 594, southeast of Galice in Josephine County. FAP No. S-222(5). Fourteen bids were received. The Commission elected to accept the low bid of J & T Construction, Inc., Springfield, in the sum of \$105,351.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Josephine County is received and the sum of \$23,800.00 is deposited by the County.

"Grading, paving and structure on the Crest St.-Patterson St. Section of Klamath Falls-Lakeview Highway in Klamath County. FAP No. SU-31(7). Two bids were received. The Commission awarded the contract to the low bidder, Asphalt Paving Co., Klamath Falls, at \$430,763.00.

"Three structures on the Delta Highway Grade Separations on Delta Highway, north of Eugene in Lane County. Federal-aid Project No. S-526(1). Seven bids were received. The Commission elected to accept the low bid of Merlin R. Stam, Eugene, in the sum of \$234,602.00 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 \$53,200.00 is deposited by the County.

"Grading, paving and structure on the Willamette River-Orleans Section of Corvallis-Lebanon Highway, east of Corvallis in Linn County. FAP No. S-119(11). Three bids were received. The Commission awarded the contract to the low bidder, Morse Bros., Inc., Lebanon, at \$738,940.50.

"Structures, grading and paving on Stayton Bridge Section at Stayton in Linn and Marion Counties. Federal-aid Project No. S-147(3). Project withdrawn from letting.

"Roadside improvement on North Unit, Minnesota Freeway Section of Pacific Highway, N. Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(56)307. Six bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz & Son, Portland, at \$81,816.06.

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"Grading, paving and one RCDG bridge on Minam Section of Wallowa Lake Highway in Minam in Wallowa County. FAP #F-40(10). Four bids were received. The Commission elected to accept the low bid of Schrader Construction Company, Inc., & L. S. Matusek, Portland, in the sum of \$398,902.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as U.P.R.R. approval of the design plans is received and approval of the Bureau of Public Roads is received.

"Grading, paving, structures and signing on the Big Eddy-Celilo Section of the Columbia River Highway, east of The Dalles in Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(41)86. Six bids were received. The Commission elected to accept the low bid of Rogers Construction Co., Portland, in the sum of \$3,245,574.80 and the State Highway Engineer is directed to award the contract to said bidder as soon as U.P.R.R. approval of design plans is received and the approval of the Bureau of Public Roads is received.

"Roadside improvement on The Dalles Section of Columbia River Highway in The Dalles in Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(43)81. Five bids were received. The Commission awarded the contract to the low bidder, E. P. Baltz & Son, Portland, at \$105,349.49.

"Grading and paving on Tygh Valley-Oak Springs Road Section of The Dalles-California Highway, south of Tygh Valley in Wasco County. FAP No. EBF-102(12). Eight bids were received. The Commission awarded the contract to the low bidder, Rogers Construction, Inc., Portland, at \$651,959.60.

"Quartz Creek-Cornell Road Section of Sunset Highway, west of Beaverton in Washington County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Vanaken Sand & Gravel, Forest Grove, at \$53,060.00.

"Grading, paving, signals and signing on 12th Avenue Intersection Section, Sandy Boulevard Highway in Portland in Multnomah County. Federal-aid Project #U-301(10). Two bids were received. The Commission elected to accept the low bid of Madson & Stokes Electrical Contractors, Roseburg, in the sum of \$41,539.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired, and agreement with the City of Portland is executed and approval of the Bureau of Public Roads is received.

An agreement with Union Pacific Railroad Company and Wasco County concerning construction on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County was presented by the Engineer. The estimated cost to the State will be \$171,685. Following his favorable recommendation, the Commission approved the agreement.

Also presented was an agreement with Union Pacific Railroad Company and Wallowa County covering construction on the Minam Section of the Wallowa Lake Highway. The Engineer explained that the agreement provides for installation at State expense of a sidetrack, flashing light signals, reconstruction of a loading dock and ramp, engineering services, and some other matters, at an estimated cost of \$30,000. Based upon the Engineer's favorable recommendation, the Commission approved the agreement.

A delegation from Beaverton and vicinity representing the Beaverton Area Chamber of Commerce came before the Commission concerning early construction of the Beaverton-Tigard Highway. The following persons were present: Robert Weil, Scott Foster, Mayor Stephen Loy, Bob Rankin, Guy Car, Kevin Cadigan, Elbert Hawkins, Lyle Cobb, Jack Stevenson, Jeff Harris, Jim Huygens, Bill Hargis, Bill Cameron, Case Newhouse, Wm. Winter, and Art Emig, Chamber of Commerce, all from Beaverton; and Clayton Nyberg, Washington County Commissioner, Hillsboro. Mr. Bob Weil acted as spokesman and presented to those at the Commission table a brochure urging construction of the freeway through Beaverton connecting the Pacific Highway (I-5) with the Sunset Highway. He said the delegation is aware that the highway is planned and that some right of way has been acquired but early construction is needed because of the great increase in industrial development and housing projects. Enrollment in the public schools, he said, has increased in this area in the past few years from 6,000 to 15,000. Consumption of electrical power has tripled and the number of automobiles registered is four times that in 1953. He also mentioned that some industry which had showed interest in locating in this area had gone elsewhere because of the lack of an adequate highway. Chairman Jackson commented that construction of the highway is estimated to cost 14 million dollars and the right of way cost is estimated at 4 million dollars. About one-half of the required right of way has been acquired. The Commission, he continued, is faced with a great many critical highway needs and more funds are needed to take care of them.

A delegation representing the Grant County Chamber of Commerce came before the Commission to request improvement of US Highway 395 from Mt. Vernon north for a distance of about 8 miles. The following people were present: Al Reinertson and Joe Oliver, Chamber of Commerce, both from John Day; Leslie Holland, Grant County Judge; Homer Damon, Harold Coomb, and Vernon Rehder, Chamber of Commerce, all from Mt. Vernon; and Clinton Haight, Representative of Grant and Baker Counties, Baker. Mr. Al Reinertson introduced Mr. Homer Damon who urged improvement of the existing route north of Mt. Vernon. The delegation, he said, is opposed to new construction which would abandon the Beech Creek route and no one that he knows of wants the highway built over the hill north from John Day. Trailways Bus Company, he said, has made a request to discontinue their bus service from John Day to Vale. He urged that the existing highway be widened and straightened to provide a better facility for trucks and tourists. Judge Leslie Holland stated that many people have come to the County Court to urge that the road be improved on its present location. Mr. Joe Oliver pointed out that this area will probably lose its bus service and the only means of exporting their products and bringing in supplies is by highway as there is no railroad or plane service. He asked also that work be performed on Brogan Hill on the John Day Highway north of Vale and mentioned the need to improve a curve near John Day at the Blue Mountain Mills. Mr. Harold Coomb emphasized that better highway facilities are necessary for the economic welfare of the area. He pointed out that two lumber mills have moved out and bus service will be discontinued. Freeway standards are not needed, he said, but flattening of curves and widening would be a great help. He also mentioned that in this part of Central Oregon, October and November are the big tourist months because of the hunting season. The Engineer stated that consideration has been given to improvement of the Beech Creek section north of Mt. Vernon and it is

a worthy project. It is planned to make a survey on this section and he expressed hope that in the not too distant future funds could be found to finance construction. The Chairman commented that it is very discouraging to the Commission because of lack of money not to be able to improve the many worthy projects.

Mrs. Gertrude G. Jensen, Chairman of the Columbia River Gorge Commission, Portland; Mr. David Gregg, Cascade Locks; Mrs. Grace Wells, Cascade Locks; Mr. Stanton W. Allison, Portland, all representing the Columbia River Gorge Commission and Mr. Richard Burke representing the U. S. Forest Service appeared before the Commission to protest the filling in of Wyeth Cove on the Columbia River. Mrs. Jensen who acted as spokesman asked that a contract for highway construction and moving of the railroad which would require filling in of Wyeth Cove not be awarded until careful study had been given to the recreational values which would be destroyed by filling of the cove. She pointed out that the cove is a public recreational area and serves as a refuge for small boats during stormy weather. Because of its sheltered location, the cove is also a favorite area for water sports. Filling in of the cove in connection with highway and railroad construction, she said, would destroy its recreational value which she felt is contrary to public interest. She read comments from several newspaper clippings protesting filling in of the cove. She also read a letter received from Mr. D. D. Gregg protesting filling of the cove as being detrimental to the public interest. Other agencies which have voiced protests, she said, include the State Marine Board, the Oregon State Federation of Garden Clubs, the Oregon Roadside Council and several women's clubs in Portland. Mr. David Gregg emphasized the need to keep the cove open for the safety of small boats in stormy weather and he also mentioned the need of a jetty to serve as a breakwater at the cove. Mr. Stanton W. Allison read a letter from the Oregon Roadside Council supporting the Gorge Commission's stand in opposition to cutting off the cove by filling. Chairman Jackson commented that the State Highway Commission carries the responsibility for highways and parks, and to meet the sometimes conflicting requirements of these two types of operation, it is necessary that some compromises be made between economic and recreational values. The Commission is very anxious not to destroy any more of the scenic and recreational values in the Columbia Gorge than is absolutely necessary. The Commission, he continued, will give very careful consideration to the points of view as presented by the delegation.

A delegation representing the Oregon Tri-City Chamber of Commerce and others came before the Commission concerning plans for the route of the proposed I-205 Highway. The following persons were present: Richard Groener, Irwin S. Adams and Robert Blyth, North Clackamas Chamber of Commerce, and Robert Richmond, Councilman, all from Milwaukie; Sen. John Inskeep, Dale L. Dunn, Tri-City Chamber of Commerce, and Fred Stefani, Clackamas County Commissioner, all from Oregon City; Rep. Robert P. Dickinson, Lake Oswego; Clayton Nyberg, Washington County Commissioner, Hillsboro; Pete Perrine, Dick Knauss and Jim Pope, Chamber of Commerce, all from Tigard. Mr. Dale L. Dunn introduced Mr. Richard E. Groener who pointed out that many businesses are uncertain concerning their future plans because the route of I-205 has not been definitely located. The TAC group, he said, has recommended a route which would pass through a portion of the City of Oswego and through Portland

between 47th and 52nd Avenues. He stated that the Attorney General had said that cities cannot override a decision by the Highway Commission to route a freeway through a city and he asked if an opinion had been requested from the Attorney General on the route through Oswego. The Chairman stated that it is largely a matter of policy for the Commission not to route a freeway through a city without the city's consent, although the Commission has been advised by its Chief Counsel that such a routing cannot be made unless the consent of the city is received. He also commented that the Commission had requested all subdivisions of government affected by the proposed I-205 to give their opinions as to what they thought of it. To date, however, no statement has been received from the City of Portland. Mr. Groener commented that in 1959 a proposed route had been considered near Oswego and no opposition had developed, however, he felt that the consideration of four additional routes had stirred up the Oswego citizens. Mr. Robert Richmond inquired if other surveys concerning the route of I-205 had taken economic conditions into consideration. The Chairman replied that they did, and in conducting these surveys the same guidelines were used as were used by the TAC group. Mr. Richmond also commented on the unsettled economic conditions because the I-205 line had not been located, and that plans of business were being hampered. He also stated that the City of Milwaukie has agreed to the I-205 line as recommended by TAC. The Chairman pointed out that the Commission must deal with a great number of governmental units including counties, cities and the Bureau of Public Roads, and that the procedure so far has been the normal routine. Establishment of the I-205 route would not solve the Commission's problems as he felt that 1972 would not be the end of freeway planning. The Commission, he said, feels a decision should be made as soon as reasonable and that a hearing date would probably be set at the Commission meeting on October 14. Mr. Clayton Nyberg remarked that in 1959 the Metropolitan Transportation Study Group had been formed to study this problem and it was his feeling they would have supported any route selection made by TAC. The Milwaukie area, he said, is in need of a freeway to accommodate the business interests located in that area. Mr. Irwin Adams inquired if the Commission has accepted or rejected the TAC report. The Chairman replied the Commission has neither accepted nor rejected this route, but the City of Oswego has closed the door on the route through Oswego as they have said three times that they will not agree to a route through the city. At the meeting on October 14, the Commission plans to review routes in the report made to the Commission but it is not planned to consider the Oswego route because of the city's refusal to cooperate. Mr. Irwin Adams remarked that it might be that some of the governmental agencies felt the Highway Commission should make a recommendation on a route before they committed themselves. Mr. Groener again commented that the Attorney General's opinion had not been secured as to whether the freeway could be located through a city without the city's consent. The Chairman stated that in the study of transportation needs in the Portland Metropolitan area, many things had been studied other than the route of I-205, and that cost studies did not favor the Oswego route. The Commission, he added, has not taken a position in favor of any route.

There being no further business to conduct, the meeting was adjourned at 12:40 p.m.

The Commission signed or authorized the Secretary to sign the following agreements, deeds and other papers in the Engineer's Office:

"Relinquishment of Title" to City of Redmond conveying to City 4.32 acres on Redmond Section of The Dalles-California Highway in Deschutes County.

"Bargain & Sale Deed" to Douglas County for a parcel of land on the Oakland Junction-Deady Section of Pacific Highway in Douglas County.

"Indenture of Access" to the Fred A. Lindemann and the Homer A. Mitchell property on the Mehama-Mill City Section of the North Santiam Highway in Marion County.

"Indenture of Access" to the Fred A. Lindemann property on the Mehama-Mill City Section of the North Santiam Highway in Marion County.

"Grant of Access" to the R. E. Clark property on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County.

"Grant of Access" to the Modoc Lumber Company property on the Klamath Falls Section of Klamath Falls-Lakeview Highway in Klamath County.

"Release" of former Juliet E. Hull quarry site lease on Cottage Grove-Divide Section of Pacific Highway in Lane County.

"Land Sale Contract" with City of Ontario to purchase our former maintenance station site on the Ontario Section of the Old Oregon Trail Highway in Malheur County.

"Bargain & Sale Deed" to David H. & 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 William F. Allen for a parcel of land on the Goshen-Divide Section of Pacific Highway in Lane County.

"Bargain & Sale Deed" to Harold and Donna P. Wooley for a parcel of land on the Drain-Elkton Section of the Umpqua Highway in Douglas County.

"Agreement" with Union Pacific Co., Wasco County & State covering relocation and improvement of the Columbia River Highway (I-80N) between Big Eddy and Celilo.

"Agreement" with Union Pacific Railroad, County of Wallowa and State covering relocation and improvement of section of Wallowa Lake Highway near Minam.

"Agreement" with U. S. Navy covering lease of a small area of the Shore Acres State Park in Coos County for a radio testing facility.

"Agreement" with City of Albany and Linn County and State concerning elimination of Elm Street connection from highway system.

"Supplemental Throughway Agreement" with City of Springfield and Lane County pertaining to Mohawk Road-High Banks Road Section of Eugene-Springfield Highway in Lane County.

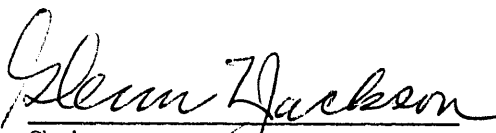
"Agreement" with Linn County pertaining to transfer of State-owned borrow areas to County for public park purposes along Pacific Highway south of Albany.

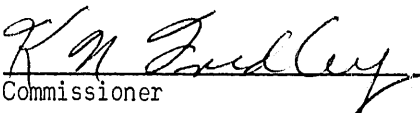
"Agreement" with the City of Dallas for beautification of three acres at or near the intersection of Kings Valley Highway (Orchard Avenue) and Ellendale Avenue.

"Agreement" with City of Medford for installation of a traffic light on the Medford-Provolt Highway at Main and Columbus Streets.

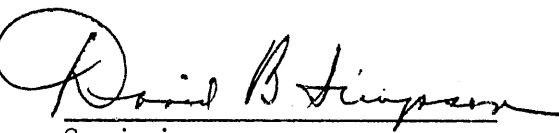
"Agreement" with Springfield Utility Board for construction of a 30-inch diameter conduit and future structural maintenance by the State in conjunction with the Mohawk Road-High Banks Road Section project on the Eugene-Springfield Highway.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

Portland, Oregon
October 14, 1964

The Oregon State Highway Commission met in regular session at 10 a.m. in the Georgian Room of the Park Haviland Hotel in Portland. 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
Tom Edwards, Assistant State Highway Engineer
Lloyd Shaw, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
G. E. Rohde, Chief Counsel
C. H. Maison, Controller
Floyd Query, Secretary

Among others present were A. W. Parsons, Division Engineer, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; and Frances Neavoll, Stenographer. Approximately 125 interested citizens were also present.

Chairman Jackson announced that the purpose of the meeting is for the Commission to consider Report 64-5 made by its staff on the proposed route of I-205 Freeway in the Portland area and it is not to be considered as a public hearing.

He then asked the Chief Counsel to clarify the authority of the State Highway Commission to route a freeway through an incorporated city. The Chief Counsel replied that provisions of the law are spelled out in sections under ORS 374.005 and particularly in Section 374.060 which provides that the Highway Commission, before it can close any street or provide for carrying of a street over or under a throughway, must secure official approval of the municipal authorities. He also mentioned that a Supreme Court decision had affirmed this interpretation.

The Chairman then requested the Engineer to outline the history and results of the Freeway Report 64-5. The Engineer commented that a brief origin and destination survey had been conducted in the Portland-Metropolitan Area during the summer of 1959. During this summer, it was agreed that the City of Portland and others should proceed under a plan put out by the National Committee on Urban Transportation relating to "Comprehensive Urban Transportation Studies". It was also agreed to complete a new origin and destination survey as the last O-D Survey was made 13 years prior. In December, 1959, a meeting was held in Salem to which were invited officials from the cities of Portland, Oregon City, Milwaukie, Gladstone, West Linn, Oswego, Gresham, Fairview, Troutdale, Beaverton; and counties of Multnomah, Clackamas, and Washington. Also invited were the Washington Department of Highways and the Bureau of Public Roads. It was agreed that a committee be formed to coordinate the study. Later in December the Highway Commission approved the expenditure of \$225,000 to make the Portland Metropolitan Traffic Study using

October 14, 1964

Highway Department personnel. In March of 1960, a committee representing the counties of Clackamas, Multnomah, Washington; and cities in those counties, was created to coordinate the study. William A. Bowes was appointed Chairman by Mayor Terry Schruk. Later in March, the Washington Department of Highways, Clark County, and cities in Clark County, Washington, were added to the Coordinating Committee. In May, 1960, it was decided to proceed with the study to gather facts. The Coordinating Committee on February 20, 1961, adopted a resolution on the general conduct of the transportation study which, among other things, created the Technical Advisory Committee (TAC). The Technical Advisory Committee in the early part of 1964, made a report recommending a route for I-205 through the City of Oswego and along 47th-52nd Streets in Portland. In the meantime, he continued, the Highway Department had studied I-405 (Stadium Freeway) and had also been studying I-205. Letters requesting opinions on the I-205 route were sent to Clackamas County, Multnomah County, and cities of Oswego, Milwaukie and Portland. The City of Oswego reaffirmed a position previously made that they would not agree to an I-205 route through Oswego. The Highway Commission, he said, then requested that the Highway Department continue a study on alternate routes for I-205. This report was completed and released a few days ago, and the meeting today is to consider the report. The Chairman inquired if the Technical Advisory Committee's report was made with the idea of considering metropolitan or other needs, or as a route for I-205. The Engineer replied that the study was made to consider overall transportation needs in the Portland Metropolitan area. The Bureau of Public Roads, he added, requires that a study of this sort be on a continuing basis and it will be so conducted.

The Chairman then inquired as to the benefit-cost ratio of the two routes considered in Freeway Report No. 64-5. The Engineer replied that the West Alternate using the 47th-52nd Street Route provided a benefit ratio of 2.62; whereas, the East Alternate using the 96th Avenue Route provided a benefit ratio of 4.64 with both routes using a common termini at the Marquam Bridge. Construction cost of the West Alternate (47th-52nd Street) is estimated at \$100,534,000; whereas, the cost for the East Alternate (96th Avenue) is estimated at \$89,955,000. The Chairman also asked as to what benefit ratios had been obtained utilizing the 47th-52nd Route and the 96th Avenue Route in Portland in conjunction with the route proposed through Oswego. The Engineer replied that using the route through Oswego and the 96th Avenue Route provided a benefit ratio of 1.74. A route through Oswego and the 47th-52nd Route provided a benefit ratio of 1.32.

The Chairman reviewed the recommendations in the Technical Report 64-5 as follows:

- (1) That no consideration be given to construction of I-205 through Oswego because of the negative action of the Oswego City Council.
- (2) That the East Alternate be selected as the official location of I-205 through the Metropolitan Area.
- (3) That interchanges on this route be constructed at the locations shown in the report.

- (4) That the freeway be constructed to eight-lane standards from its southerly junction with Interstate Route 5 in the vicinity of the Marquam Bridge to 52nd Avenue; to six-lane standards from 52nd Avenue to 96th Avenue; to four-lane standards through the remainder of the route.
- (5) That all grades and sight distance be constructed as nearly as feasible to 70 MPH standards and to a minimum of 50 MPH standards within the urban area.

The Chairman also reviewed the five conclusions in the report as follows:

- (1) A highway of full freeway standards must be constructed through or around the east side of the City of Portland, providing connections to Interstate Route 5 at its southerly end in the State of Oregon and at its northerly end in the State of Washington.
- (2) Two alternate routes designed as East Alternate and West Alternate have common termini at the Marquam Bridge ramps and with I-5 at Salmon Creek in Washington.
- (3) The West Alternate is estimated to cost \$100,534,000. The East Alternate is estimated at \$89,955,000.
- (4) The East Alternate provides better service to the Portland Central Business District than does the West Alternate, due primarily to the fact that the East Alternate provides more relief for traffic in the Powell Boulevard Corridor from 52nd Avenue to 96th Avenue.
- (5) The economic analysis, combining time element costs, mileage element costs, and annual highway cost, in total known as annual road user cost, favors the East Alternate.

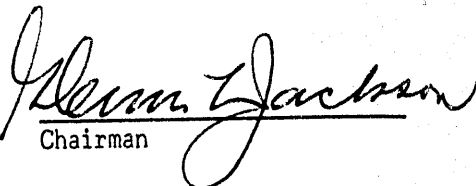
The Commission, the Chairman continued, accepts the report and announced that a public hearing would be held thereon soon. He stated that an announcement would be made within the week. (It was later announced that the formal hearing would be on December 11 in the Municipal Auditorium in Portland.) He then inquired if there was any other business to come before the Commission.

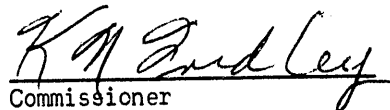
The Chief Counsel stated that the condemnation case involving the KGW property (King Broadcasting Company, Inc. - L-4528) on the Fremont Interchange-Marquam Bridge Section of the Stadium Freeway in Multnomah County, is underway and attorneys for KGW have offered to settle for a total of \$875,000. An appraisal conducted recently showed a value of \$738,000 for land and building and \$135,000 for fixtures, or a total of \$873,000. This appraisal,

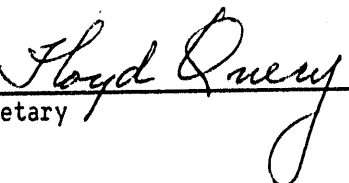
he continued, has been presented to the Bureau of Public Roads and they have indicated that they will approve. The Chairman inquired if, in the Chief Counsel's opinion, there would be any advantage in trying the case in Court. The Chief Counsel replied that the owners had originally asked for the sum of \$1,400,000 and it is possible that the jury might award that amount. The Commission approved the settlement for \$875,000.

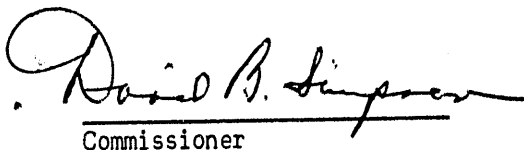
There being no further business to conduct, the meeting was adjourned by the Chairman at 10:37 a.m.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

Salem, Oregon
November 24, 1964

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 419 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 Shaw, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
G. E. Rohde, Chief Counsel
Frank McKinney, Acting Assistant Counsel
W. T. Wright, Right of Way Engineer
C. H. Maison, Controller
Floyd Query, Secretary

Among others present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; R. B. Sipprell, Liaison Engineer; David H. Moehring, Assistant Right of Way Engineer; Carl Plog, Information Officer; and L. H. Young, Office Engineer.

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 other purposes. He stated that the prices offered for the properties are based upon careful appraisals and 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 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. 18", which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

The Property Manager's report covering sales of miscellaneous properties and rental receipts was presented by the Right of Way Engineer and accepted by the Commission. Miscellaneous sales from September 28 to November 9, 1964, totaled \$8,485. Land sales during this period were \$43,886; timber sales were \$42,843.92 and rental receipts for the month of October were \$28,104.

Authority was requested by the Right of Way Engineer to offer at public sale three parcels of property. These parcels, he said, are no longer needed for highway purposes and the recommended minimum prices are based upon appraised values or on offers in excess of appraisals. Access and other conditions are consistent with those existing in the vicinity of each property. If Federal funds have been involved in either right of way or construction, approval of the U. S. Bureau of Public Roads has been

secured. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution No. 428", which resolution by this reference is made a part hereof and filed in the Secretary's Office:

- (1) 1.72 acres, File No. 13798, on the Athena-Washington State Line Section of the Oregon-Washington Highway in Umatilla County, being an old quarry site located adjacent to the old highway approximately one mile south of Milton-Freewater, for not less than \$100. The sale is to be subject to a power line easement to Bonneville Power Administration. No participation by the Bureau of Public Roads is involved.
- (2) 11.34 acres, File Nos. 23417 and 23418, on the McMinville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County, on the northerly side of the highway, approximately 4.06 miles east of McMinville, for not less than \$2,500. No access is to be permitted to the reconstructed highway. No Federal funds were used in acquisition or construction. (See "Real Property Resolution No. 428").
- (3) Parcel No. 1 containing 2.1 acres and Parcel No. 2 containing 2.06 acres, File No. 19803, on the Washburn-North Plains Section of the Wilson River Highway in Washington County, being an abandoned material site approximately 9 miles west of the Wilson River Highway Intersection with the Sunset Highway Junction, for not less than \$300 for Parcel No. 1 and \$400 for Parcel No. 2. Both parcels are to be sold without access to the highway. Approval of the Bureau of Public Roads was received in their letter dated November 10, 1964.
- (4) 2.84 acres on Salem Bypass Section of the Pacific Highway in Marion County removed from agenda.

Direct sale to Umatilla County for the sum of \$1 of a ten-foot strip of land containing 0.32 acre, File No. 13798, on the Athena-Washington State Line Section of the Oregon-Washington Highway in Umatilla County, was recommended by the Right of Way Engineer. This land, he explained, is a part of a material site located approximately one mile south of Milton-Freewater, adjoining the old highway. The highway was rerouted in 1960 and the former right of way was relinquished to Umatilla County. It is proposed to relinquish this ten-foot strip to the County to be used for future county road widening. The Commission approved the sale as recommended.

Four "Indentures of Access" were presented by the Right of Way Engineer who said that all of them have been approved by the Bureau of Public Roads. These changes were made considering the safety of the traveling public

and the convenience of the property owners. The Commission approved "Indentures of Access" as follows:

- (1) Cant Property, File Nos. 32257 and 34671 on the John Day River-Ochoco Junction Section of the John Day Highway between Station 943 and Station 1095 in Grant County, for a change in location of three points of access, each 35 feet in width, and unrestricted as to use.
- (2) Humphreys Property, File No. 34668, on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County, between Engineer's Station 917 and 931, for a change in location of two points of access, each 35 feet in width, and unrestricted as to use.
- (3) Rooklidge Property, File No. 34988, on the north side of the Canby-Aurora Hill Section of the Pacific Highway East in Clackamas County, for a change in location of two points of access, each 35 feet in width and unrestricted as to use. It was necessary to relocate the access points at the time of highway construction.
- (4) Roberts Property, File No. 35659, on the southerly side of the Blue River-Mill Creek Section of the relocated McKenzie Highway in Lane County, for a change in location of two points of access, each 35 feet in width, and unrestricted as to use.

Consideration was given to a proposed "Grant of Access" to the Trans Bay Construction Company, Inc., a California corporation, on the west-erly side of the Myers Creek-Brookings Section of the relocated Oregon Coast Highway in Curry County. The Right of Way Engineer stated it is proposed that the access be constructed to a width of 35 feet and restricted to ordinary residential use. The State reserves the right to build a frontage road or roads and, if such is constructed, rights of direct access to the main-traveled way of the relocated Oregon Coast Highway shall cease, and access shall be provided to the frontage road or roads. The Bureau of Public Roads on October 5, 1964, concurred in granting of this access point. The Commission approved the "Grant of Access".

Consideration was also given to a proposed "Grant of Easement" to Southern Pacific Railroad Company across an excess parcel of State-owned land adjoining their tracks on the Salem Bypass Section of the Pacific Highway in Marion County. The Right of Way Engineer commented that in order for the Railroad Company to construct trackage on a strip sold to them in 1963, it is necessary that the 50-foot strip adjoining the right of way be covered by an easement. No access is to be allowed to the freeway; a sign restriction clause is to be imposed; and no consideration is involved. Approval of the Bureau of Public Roads is not required as the property lies outside the normal right of way line. The Commission approved the easement.

"Relinquishment of Title" to the City of Portland for a connecting road between S. W. Hume Street and S. W. Hume Court at the junction of S.W. 17th Avenue with the Pacific Highway in Portland was presented by the Right of Way Engineer. This connecting road, he said, had been overlooked in previous agreements. The description and form has been approved by the City and he said that he had been advised it would be accepted by the City. The Commission approved the "Relinquishment" subject to approval by the Bureau of Public Roads.

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 considered. 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. 1980 through 1995", 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 20, 1964, filed in the Secretary's Office).

A written report was presented by the Chief Counsel on cases tried in court since the last Commission meeting. 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-4245 Arvo J. Salo, et al.	Clatsop	Oregon Coast	Astoria Bridge-South Approach	\$2,800.00	\$ 4,500.00	\$4,500.00
L-4560 Earl Morley, et ux.	Douglas	Pacific	Roberts Mountain-Myrtle Creek	7,750.00	18,000.00 (at time of trial)	8,500.00
L-4489 Vert Gearheart, et al.	Grant	Pendleton-John Day	Long Creek Maintenance Site	1,300.00	None	1,300.00
L-4458 Mary E. Miller, et al.	Jackson	Pacific	Wall Creek-California State Line	1,550.00	6,350.00	5,500.00

November 24, 1964

(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-4590 Lester V. Compton, et al.	Klamath	Klamath Falls-Lakeview	K.I.D. Canal-Madison Street	\$ 1,772.00	\$21,600.00	\$ 6,125.00
L-4575 Pacific Coast Land, et al. (Gibbs)	Lincoln	South Newport State Park		540.00	950.00	600.00
L-4579 Pacific Coast Land, et al. (Kent)	Lincoln	South Newport State Park		300.00	1,000.00	400.00
L-4574 Pacific Coast Land, et al. (Mercep)	Lincoln	South Newport State Park		600.00	1,450.00	650.00
L-4528 King Broadcasting Co., Inc.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge (Previously approved on October 14, 1964)	610,000.00	900,000.00 (plus retention of fixtures)	875,000.00
L-4564 George Weisensee, et al.	Tillamook	Nehalem Bay State Park		3,350.00	8,500.00	9,000.00
L-4393 Keith Province, et al.	Wheeler	Service Creek-Mitchell	Meyers Canyon-Mitchell	925.00	925.00	925.00
L-4306 Ellis A. Wilson, et al.	Douglas	Pacific	Anlauf-Yoncalla	100.00	1,500.00	1,500.00

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REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-4343 State of Oregon	R. A. Heintz Const. Co. and Rogers Const., Inc.	Multnomah	Recover overpayment under Construction Contract #5902	\$75,485.91 net overpayment less retainage	For State \$72,751.67 (full amount less \$2734.24 on Defendants counterclaim)

(New trial and appeal can be expected.)

L-4473 A. H. Barbour & Sons, Inc.	State of Oregon	Marion	Action for additional compensation under Contract #5477 for maintenance painting of Yaquina Bay Bridge	\$54,472.11	Under advisement by Judge Sloper
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(For additional details, see the Chief Counsel's letter of November 19, 1964, entitled "Report of Cases Tried", and his letter of November 23, 1964, entitled "Supplemental Report of Cases Tried", in the General Files).

The Commission also considered and accepted a written report presented by the Chief Counsel on cases which have been settled out of court since the last Commission meeting. Concerning these cases, he commented that the recommended settlements do not represent substantial increases and all have been approved for federal participation. The Commission approved his 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-3779 Richard Kent Magruder, et al.	Columbia	Columbia River	Westport-Clatskanie	\$ 4,400.00	\$ 6,500.00
(Taking poses a claim for damages to the remainder plus interest due of over \$800 makes this settlement one which Adm. Rev. Bd. recommends.)					
L-4270 Dan R. Russell, et al.	Douglas	Pacific	Anlauf-Yoncalla Junction	325.00	500.00
L-4236 Louise L. Serpa, et al.	Jackson	Pacific	Seven Oaks-Neil Creek	1,100.00	3,500.00
(Review appraisal at \$2,000.)					

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4592 W. O. Condray, et ux.	Josephine	Pacific	Sexton Mt.-Jumpoff Joe	\$ 370.00	\$ 475.00
R-36731 Edward J. Miller, et al.	Josephine	Pacific	Douglas County Line-Coyote Creek	600.00	600.00
R-36746 Helen Converse	Josephine	Pacific	Douglas County Line-Coyote Creek	9,750.00 for 13.3 acres for R/W	13,800.00 includes 13.3 acres for R/W plus 17 acres excess
L-4610 E. G. Murphy, et al.	Klamath	Klamath Falls-Lakeview	K.I.D. Canal-Madison Street	750.00	1,000.00
L-4664 John D. Boito, et al.	Klamath	Klamath Falls-Lakeview	K.I.D. Canal-Madison Street	50.00	350.00
L-4412 Edwin L. Whisler, et al.	Lane	McKenzie	Blue River-Mill Creek	3,250.00	4,250.00
(High appraisal was \$3,750.)					
L-4580 Pacific Coast Land Co. (Grossman)	Lincoln	South Newport State Park		300.00	900.00
(Owner had contracted to pay \$600 for this lot.)					
L-4447 United Grocers, Inc., et al.	Multnomah	Pacific	East Bank Freeway	10,650.00	15,000.00
(High appraisal was \$16,230.)					
L-4484 W. M. Bolton, et al.	Multnomah	Pacific	Highlands Interchange-Stadium Freeway	1,600.00	2,650.00
(High appraisal was \$2,400.)					

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4527 Central Motor Freight Terminal Co., Inc.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	\$132,000.00	\$142,500.00
(Property is in area of rapidly increasing property values.)					
L-4546 Pittsburg Plate Glass Co.	Multnomah	Stadium Freeway	Fremont Inter-change-Marquam Bridge	240,000.00	250,000.00
(Settlement includes all costs of moving personal property. Owner to retain a scale (Item 37) which was appraised at \$1,750.)					
L-4648 Ernest C. Brunk, et al.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	5,500.00 partial taking	6,350.00
(High appraisal was \$6,000.)					
L-4643 D. L. Tatro, et al.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	42,000.00	45,000.00
(Owner submitted appraisal by Mr. Geiser in the amount of \$45,000 which was reviewed and accepted by State's Review Appraiser.)					
L-4535 Reser's Fine Foods, Inc.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	7,100.00	8,750.00
(Property is in area where property values are rapidly increasing. High appraisal was \$8,050.)					
L-4569 Ralph P. Himmelsbach, et ux.	Lincoln	South Newport State Park		1,100.00	2,000.00
(High appraisal was \$1,650.)					
L-4571 Pacific Coast Land Co., (Himmelsbach)	Lincoln	South Newport State Park		600.00	1,350.00
(High appraisal was \$1,300.)					

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4572 Pacific Coast Land Co., (Lozo)	Lincoln	South Newport State Park		\$ 600.00	\$ 1,600.00
(High appraisal was \$1,400.)					
L-4573 Pacific Coast Land Co., (Shellum)	Lincoln	South Newport State Park		600.00	1,100.00
(High appraisal was \$850.)					
L-4566 Carl Bechen, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	50.00	250.00
L-4567 Carrie Braman, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	50.00	250.00
L-4642 Leonard L. Smith, et al.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	6,500.00	6,800.00
L-4665 Dale Fischer, et al.	Linn	Corvallis-Lebanon	Corvallis-Orleans	2,400.00	1,500.00 plus conveyance by State of excess 1.9 acres valued at \$900.
L-4666 Charles A. Vaughn, et al.	Klamath	Klamath Falls-Lakeview	K.I.D. Canal-Madison Street	1,850.00	1,850.00
R-35532 L. E. Oster, et al.	Grant	John Day	Flat Creek-Fields Creek	100.00	480.00
(Appraised at \$240 but subject to triple damages.)					
R-36712 Highway 97 Ferry, Inc.	Sherman	Columbia River	Biggs-Rufus	None - Possession of easement taken prior to negotiation or knowledge of owner's interest.	2,000.00

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4008 Lincoln Hospital District	Lincoln	Siletz	Siletz- Corvallis- Newport Highway	\$ 600.00	\$ 3,000.00
(Reappraised at \$3,100.)					
L-4556 Harry E. Eliander, et al.	Washington	Beaverton- Tigard	Sunset High- way-Pacific Highway	25.00	25.00
L-4640 Floyd S. DeLapp, et al.	Polk	Willamina- Salem	Independence Junction Bonneville Station	Value of sign not included in offer	200.00 Cost of moving sign

(For additional details, see the Chief Counsel's letter of November 19, 1964, entitled "Report of Cases Settled", and his letter of November 23, 1964, entitled "Supplemental Report of Cases Settled", in the General Files).

The Commission confirmed prior telephonic approval of offers for acquisition made to the owners of real property prior to the institution of condemnation proceedings, as follows:

CANYONVILLE-JOSEPHINE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY

R-36960 - Harold F. Roberts. Parcel No. 1: 0.7 acre for right of way purposes; Parcel No. 2: 0.06 acre for permanent easement. Offer of \$760.00 approved by Mr. Jackson November 16, 1964.

R-36965 - Robert F. Fisher, et ux. 0.83 acre for right of way purposes. Offer of \$800.00 approved by Mr. Jackson November 9, 1964.

R-37002 - Francis M. West, et ux. 3.0 acres for right of way purposes. Offer of \$300.00 approved by Mr. Jackson November 16, 1964.

R-37065 - Oliver Weischedel, et ux. 0.1 acre for right of way purposes. Offer of \$9,500.00 approved by Mr. Jackson November 6, 1964.

R-37067 - Walter W. Williams, et ux. Acquisition of access. Offer of \$9,300.00 approved by Mr. Jackson November 9, 1964.

R-37194 - Loson Winn, et ux. 0.27 acre for right of way purposes. Offer of \$2,100.00 approved by Mr. Jackson November 6, 1964.

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CANYONVILLE-JOSEPHINE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY - CONT.

R-37197 - Charles T. Hartman, et al. Parcel No. 1: 0.01 acre for right of way purposes; Parcel No. 2: 3.0 acres for right of way purposes. Offer of \$6,700.00 approved by Mr. Jackson October 28, 1964.

CORVALLIS-ORLEANS SECTION OF THE CORVALLIS-LEBANON HIGHWAY

R-37217 - W. A. Leach. 2.92 acres for right of way purposes. Offer of \$1,650.00 approved by Mr. Jackson November 5, 1964.

DOUGLAS COUNTY LINE-COYOTE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36571 - Wolf Creek Lumber Company, Inc. 7.3 acres for right of way purposes. Offer of \$176,000.00 approved by Mr. Jackson October 20, 1964.

R-36724 - Daniel R. Hanna, et ux. 7.5 acres for right of way purposes. Offer of \$3,750.00 approved by Mr. Jackson October 31, 1964.

R-36727 - F. Billie Steward, et ux. Parcel No. 1: 2.35 acres for right of way purposes; Parcel No. 2: 0.10 acre for right of way purposes. Offer of \$1,600.00 approved by Mr. Jackson October 16, 1964.

R-36731 - Edward J. Miller, et ux. 0.4 acre for right of way purposes. Offer of \$600.00 approved by Mr. Jackson October 12, 1964.

R-36738 - W. D. Converse, et ux. Parcel No. 1: 0.65 acre for right of way purposes; Parcel No. 2: 0.45 acre for right of way purposes. Offer of \$1,800.00 approved by Mr. Jackson November 13, 1964.

R-36754 - Walden Perkins. 0.2 acre for right of way purposes. Offer of \$500.00 approved by Mr. Jackson October 12, 1964.

R-37097 - Edward J. Miller, et ux. 0.4 acre for right of way purposes. Offer of \$200.00 approved by Mr. Jackson October 23, 1964.

DUNCAN ROAD-SANDY SECTION OF THE MT. HOOD HIGHWAY

R-37210 - Immanuel Evangelical Lutheran Church, U.A.C. 0.10 acre for permanent easement. Offer of \$375.00 approved by Mr. Simpson November 6, 1964.

R-37214 - Robert S. Smith, et ux. 230 square feet for right of way purposes. Offer of \$265.00 approved by Mr. Simpson November 6, 1964.

FAREWELL BEND STATE PARK

R-36182 - George N. Speropulos. 190 acres for park purposes. Offer of \$18,225.00 approved by Mr. Fridley November 11, 1964. Offer of \$17,100.00 approved previously by Mr. Fridley September 22, 1964. Revised amount of offer due to increase in taking.

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FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-35493 - Janet G. Drake Sprague. 20,000 square feet for right of way purposes. Offer of \$120,800.00 approved by Mr. Jackson November 16, 1964.

GULLY ROUTE CONNECTION SECTION OF THE MT. HOOD HIGHWAY

R-36272 - James Gordon, et ux. Parcel No. 1: 5.05 acres for right of way purposes; Parcel No. 2: 0.12 acre for right of way purposes; Parcel No. 3: 180 square feet for right of way purposes. Offer of \$15,705.00 approved by Mr. Jackson November 16, 1964.

NEHALEM BAY STATE PARK

R-35216 - Vernon L. Walker. 20,000 square feet for park purposes. Offer of \$700.00 approved by Mr. Jackson October 23, 1964.

R-35282 - David Palmer. 5,000 square feet for park purposes. Offer of \$100.00 approved by Mr. Jackson November 2, 1964.

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

R-35116 - Tenet Mortgage Co. 2,618 square feet for right of way purposes. Offer of \$2,400.00 approved by Mr. Jackson November 17, 1964.

R-36461 - Triway Investment Company. 4,000 square feet for right of way purposes. Offer of \$5,500.00 approved by Mr. Jackson November 2, 1964.

R-36469 - Sherman Baker, et ux. 2,010 square feet for right of way purposes. Offer of \$4,000.00 approved by Mr. Jackson November 18, 1964.

OXMAN-BENSON CREEK SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-35852 - George N. Speropulos. Parcel No. 1: 13.0 acres for right of way purposes; Parcel No. 2: 2.0 acres for right of way purposes; Parcel No. 3: 0.75 acre for right of way purposes. Offer of \$400.00 approved by Mr. Fridley November 11, 1964.

R-36220 - Theodore N. Bokides, et ux. Parcel No. 1: 19.3 acres for right of way purposes; Parcel No. 2: 0.33 acre for permanent easement. Offer of \$840.00 approved by Mr. Fridley November 11, 1964.

R-36890 - Gertrude Mead. Parcel No. 1: 31.8 acres for right of way purposes; Parcel No. 2: 0.05 acre for right of way purposes; Parcel No. 3: 0.2 acre for permanent easement. Offer of \$9,450.00 approved by Mr. Fridley October 6, 1964.

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

R-32904 - Robert P. Weil, et ux. Parcel No. 1: 39,635 square feet for right of way purposes; Parcel No. 2: 3,575 square feet for right of way purposes; Parcel No. 3: 0.26 acre for temporary easement. Offer of \$48,290.00 approved by Mr. Jackson October 27, 1964.

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

R-33281 - Paul R. Chichester, et ux. 0.28 acre for right of way purposes. Offer of \$1,450.00 approved by Mr. Jackson October 28, 1964.

R-35730 - John G. Maycock. Parcel No. 1: 620 square feet for right of way purposes; Parcel No. 2: 0.12 acre for right of way purposes. Offer of \$4,450.00 approved by Mr. Jackson November 16, 1964.

R-35734 - A. E. Church, et ux. Parcel No. 1: 4.8 acres for right of way purposes; Parcel No. 2: 0.02 acre for right of way purposes. Offer of \$28,750.00 approved by Mr. Jackson October 29, 1964.

WEST UNIT, COAST RANGE SUMMIT SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-36908 - Preston W. Lindsey, et ux. 0.11 acre for right of way purposes. Offer of \$50.00 approved by Mr. Jackson November 6, 1964.

An oral report was made by the Chief Counsel on legal proceedings which have been started since the last Commission meeting as follows:

- (1) Avery W. Thompson, District Attorney of Douglas County, Plaintiff, vs. State of Oregon, by and through its State Highway Commission, Defendant; United States of America and School District U-13 in Douglas County, Defendants. This case, he said, involves distribution of monies received for vandalism damages suffered by the Highway Department, the U. S. Forest Service, and School District U-13 in Douglas County. The District Attorney has in his possession \$726 paid in by the perpetrators of the damage, which is not sufficient to pay damages in full. The case was settled with each party to be paid a pro rata share.
- (2) Albert T. King vs. Fred H. Slate and E. C. Hall in Jackson County Circuit Court, to restrain the defendant contractors on the Siskiyou Summit project on the Pacific Highway from trespassing on the plaintiff's land. Defense of the case, he said, has been tendered to the Highway Department by the contractor. He pointed out that an option had been secured from King for the purchase of his land but he had refused to carry out the option, and the Court denied the plaintiff's motion for a temporary restraining order. Action will be continued to obtain specific performance on the option. Chairman Jackson commented that if specific performance of the option could not be secured, condemnation proceedings are still available. He then inquired if the land is needed for highway use. The Chief Counsel replied that it is. Commissioner Simpson inquired as to

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the State's liability for damages which might be done to King's property if the option is not closed. The Chief Counsel replied that the terms of the option provide specific rights of entry to the property. The Commission accepted the report.

Consideration was given to an agreement with the Big Eddy Water Company modifying a prior agreement with the Seuferts for supplying water to The Dalles Maintenance Station. The Chief Counsel commented that, among other things, the agreement provides for installation of a 10-inch water main to replace a four-inch main within two years. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission considered acceptance of a gift of 22 acres of land from Edward, George and Leslie Lee in the fossil bed area near Clarno, in Wheeler County. The Engineer commented that the 22 acres offered by the Lees will serve as a valuable addition to the new state park. He exhibited a map showing an area of 40 acres being obtained from the U. S. Bureau of Land Management and an area of 38 acres, the acquisition of which is underway. He recommended that the gift be accepted and the Secretary instructed to write an appropriate letter of appreciation and acceptance. The Engineer also recommended that the park be named "Clarno State Park". The Chairman inquired as to the significance of the word "Clarno". The Engineer replied that it is an old pioneer name and in the early days served as a stage stop. The Commission accepted the gift with thanks as a part of "Clarno State Park" and thereupon adopted "State Parks Resolution No. 3-4v", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to an agreement by which the State Board of Control would lease from the State Highway Department 18 acres of land in the Joaquin Miller Forest Wayside, immediately south of Florence on the Oregon Coast Highway in Lane County. The Board of Control, the Engineer said, wishes to establish a work camp for boys from MacLaren School, similar to the one which has been operated for several years in the Nehalem Bay State Park. The operation at the Nehalem Bay State Park has been very satisfactory. Betterment work such as sand dune stabilization, clearing, road and trail building will be performed in approximately nine parks. The Engineer recommended that the agreement be approved. The Commission accepted his recommendation.

The Commission considered a request made by J. L. Campbell, operator of the concession privilege at Silver Falls State Park, to be released from his concession obligations and to terminate his lease as of November 30, 1964. The Engineer commented that Mr. Campbell plans to go to Arizona. His inventory and cash register receipts have been checked and are in order. The Commission accepted his recommendation that the lease be terminated as of November 30, 1964.

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The Chairman inquired of the Engineer as to progress being made on the survey of possible park sites on Bureau of Land Management property. The Engineer replied that he had some information which he would give to the Commission later.

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

- (1) Grading Hellgate Bridge Section of FAS 594 in Josephine County. Bids received October 6, 1964. Contract No. 6511 awarded October 12, 1964, to J and T Construction, Inc., Springfield, low bidder.
- (2) Delta Highway Grade Separations on Delta Highway in Lane County. Bids received October 6, 1964. Contract No. 6512 awarded October 13, 1964, to Merlin R. Stam, Eugene, low bidder.
- (3) Grading, paving and RCDG bridge on Minam Section of Wallowa Lake Highway in Wallowa County. Bids received October 6, 1964. Contract No. 6513 awarded October 20, 1964, to Schrader Construction Co., Inc., and L. S. Matusek, Portland, low bidder.
- (4) Grading, paving, structures and signing on Big Eddy-Celilo Section of Columbia River Highway in Wasco County. Bids received October 6, 1964. Contract No. 6514 awarded October 20, 1964, to Rogers Construction Co., Portland, low bidder.
- (5) Grading, paving, signals and signing on 12th Avenue Intersection Section of Sandy Boulevard Highway in Multnomah County. Bids received October 6, 1964. Contract No. 6515 awarded October 27, 1964, to Madson and Stokes Electrical Contractors, Roseburg, low bidder.

The Commission confirmed its action of October 21, 1964, rejecting all bids received on September 22, 1964, for grading and structures on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County. The bids were rejected as being too high.

Attention was given to a letter received from the Vale Chamber of Commerce requesting the Commission to pave about four miles of Malheur County road between Graham Boulevard (a state secondary highway) and the Bully Creek Reservoir. The Engineer said that recent completion of the Reservoir has caused an influx of recreationists into the area and the Chamber of Commerce has asked that the road be improved as a park expenditure. He called attention to the large list of deficiencies on the existing state highway system and recommended that the request be denied. The Commission accepted his recommendation.

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Completion of the new alignment of the Oregon Coast Highway between Astoria and Warrenton in Clatsop County was reported by the Engineer who stated that it is desirable that US101 be routed over the improved section. He recommended that this be done and also that the old highway alignment via Miles Crossing be designated as US101 Alternate. The Commission approved the recommendations and instructed that a proper application be made to the AASHO Route Numbering Committee.

Authority for increases in project authorizations was requested by the Engineer and granted by the Commission as follows:

- (1) Contract No. 6393, for grading, paving, structures, signing and illumination on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, for an increase of \$176,371, or 9.39 per cent. The overrun, the Engineer stated, was caused principally by drastic settlement of the fills across the low-lying areas on the northerly part of the project. Also there was a considerable overrun in topsoil quantities required to cover the fill embankments.
- (2) Contract No. 6412, for grading and paving the Owyhee River-Burns Junction Section of the I.O.N. Highway in Malheur County, for an increase of \$98,284, or 26.9 per cent. Reasons for the overrun were given as increases in the grading quantities and extra work orders because of the heavier grading work.
- (3) Contract No. 6411, for grading and paving the Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County, for an increase of \$15,535, or 6.25 per cent. The principal reasons for the overrun were noted by the Engineer as increases in culvert extensions, structure widening, and an increase in engineering cost because of the remote nature of the project.
- (4) Contract No. 6459, for grading and paving on the Follyfarm-Scotts Butte Section of the Crane-Scotts Butte Highway in Malheur County, for an increase of \$122,919, or 21 per cent. The Engineer commented that this was an equipment rental project and a considerable overrun in equipment time was necessary to complete the project.
- (5) Contract No. 6402, for paving and rock production on the Pittsburg-Mile Bridge, South Unit, and Vernonia-Beaver Creek Section on the Nehalem Highway in Columbia County, for an increase of \$7,462, or 6.07 per cent, as confirmation of approval given by Chairman Jackson on October 28, 1964.

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The Commission considered purchase of the Converse property (File No. 36746) on the Douglas County Line-Coyote Creek Section of the Pacific Highway (I-5) in Josephine County. The Engineer recalled that purchase of this property had been discussed at the October 9 meeting as to whether the timber should be removed. As instructed by the Commission, the matter was investigated further and it appears advantageous to acquire the 17-acre parcel of land and retain the timber on it as a scenic timber wayside. The Commission accepted his recommendation for purchase of the property.

Chairman Jackson inquired as to what progress has been made in securing an agreement with the Josephine County Court concerning the interchange that is to be used on the Grave Creek Section of the Pacific Highway. The Engineer stated that the agreement is in the hands of the County and there has been no reply from them. He also pointed out that as contracting for the Pacific Highway is nearing completion, an agreement will have to be reached soon or the Grave Creek Section will act as a bottleneck. The Commission instructed the Engineer to write to the County Court requesting that they take action.

The Engineer presented a tabulation showing proposed secondary highway projects in Curry, Deschutes, Jefferson, and Polk Counties. These projects have been investigated and are eligible for construction with FAS funds, and he recommended that they be approved. The Commission approved the following FAS projects, and authorized the Secretary to sign routine agreements when they are prepared:

County	FAS	Section & Description	Programmed Amount	FAS Funds
Curry	258	Coast Highway-Indian Creek. Grading and structure, 0.9 mi.	\$210,000	1966
Deschutes	923	N. Unit & C.O.I. Canal Bridges.	50,000	1966
Jefferson	660 & 836	Cove Park-Boat Landing and Iris Lane-Jericho Lane. Surface and oil, 4.25 miles	100,000	1966
Polk	907	Mill Creek Bridge. Structure	55,000	1966
			<u>\$415,000</u>	
SUMMARY BY FISCAL YEARS		1966	Estimated 1967	Total
Allocated Funds		\$3,952,000	\$3,952,000	\$7,904,000
Approved Projects (Corrected to Date)		<u>750,000</u>	--	<u>750,000</u>
Unprogrammed Balance		3,202,000	3,952,000	7,154,000
Projects Proposed 11/24/64		<u>415,000</u>	--	<u>415,000</u>
Unprogrammed Balance		\$2,787,000	\$3,952,000	\$6,739,000

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Requests for increases in the number of working days within which to complete highway contracts without assessment of liquidated damages were presented by the Engineer on seven contracts. He outlined briefly the pertinent facts for each contract and made his recommendation as to action to be taken. After considering the Engineer's recommendation and other available information, the Commission took action as follows:

- (1) Road & Driveway Company, Inc., Contract No. 6478, for roadbed widening and paving on the Newport Section of the Corvallis-Newport Highway in Lincoln County, requested an extension of time from September 15 to October 15, 1964, within which to complete the contract without assessment of liquidated damages. Because of a delay in water line adjustments by the City of Newport, the Engineer recommended and the Commission approved an extension of the completion date to November 7, 1964.
- (2) Road & Driveway Co., Inc., and Lewis S. Pickens, Contract No. 6443, for grading and paving on the Oceanography Research Center Access Road Project in Lincoln County, requested an extension of the specified completion date from August 31 to September 15, 1964. The Commission approved the extension to September 15, 1964, without assessment of liquidated damages.
- (3) Henry H. Miller Contractor, Inc., and Ed A. Miller, Contract No. 6220, for grading and paving on the Whiskey Creek-Hood River Section on the Mt. Hood Highway in Hood River County, requested an increase of 20 workdays within which to complete the contract without assessment of liquidated damages. The Commission granted the request.
- (4) C. J. Montag & Sons, Contract No. 6310, for grading and storm sewer on the Marine Drive-N. E. Shaver Street Section of N. E. 122nd Avenue in Multnomah County, requested an increase of 10 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request.
- (5) L. S. Matusek, Contract No. 6315, for grading, paving and structure on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County, requested an increase of 23 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 10 workdays without assessment of liquidated damages. A letter from the U. S. Bureau of Public Roads was presented concurring in the extension.

- (6) C. C. Meisel Co., Contract No. 6136, for grading, paving and three structures on the McMinnville Section of the Three Mile Lane Highway in Yamhill County, requested an increase of 32 workdays within which to complete the contract without assessment of liquidated damages. The Engineer recommended an increase of 12 workdays without assessment of liquidated damages, which covered completion of the contract. The Commission approved the increase as recommended.
- (7) Peter Kiewit Sons' Co., Contract No. 6197, for construction of the Young's Bay Bridge on the Oregon Coast Highway in Clatsop County, requested an increase of 38 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved the request. A letter was presented from the U. S. Bureau of Public Roads concurring in the increase.

The Engineer reported that Contract Nos. 6064, 6193, 6197, 6264, 6303, 6310, 6313, 6314, 6315, 6326, 6337, 6352, 6389, 6408, 6410, 6411, 6415, 6425, 6427, 6435, 6445, 6447, 6450, 6456, 6461, 6463, 6477, 6480, 6493, 6496 for highway construction have been completed in accordance with the requirements of the contracts or modifications thereof. 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. 136", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Highway matters in the City of Portland were discussed. The Engineer stated that it is planned to open the Minnesota Freeway Section of the Pacific Highway some time between December 1 and 5, 1964. Commissioner Fridley inquired if there had been any further development in plans for the Oak Street ramp off the Harbor Drive Section of the Pacific Highway. The Engineer replied that he had no definite information but had heard that the City is studying an underground plan. The Chairman inquired if the City of Portland had done anything about restricting parking adjacent to the Clay Street ramp. The Engineer replied that no action had been taken by the City and he would again call the matter to their attention.

Recommendations were made by the Engineer to establish, revise or rescind speed zones on certain sections of state highways. These recommendations, he commented, are the results of continuing investigations to bring speed zones in line with existing traffic and roadside conditions. The Commission accepted his recommendations and thereupon adopted "Speed Zone Resolution Nos. 477 through 480", which resolutions by this reference are made a

part hereof and filed in the Secretary's Office as follows:

- (1) "Speed Zone Resolution No. 477" rescinds "Speed Zone Resolution No. 35b" dated January 28, 1960, and establishes 45 MPH and 35 MPH speed zones, including a 20 MPH school crossing zone, on the Warm Springs Highway near Warm Springs Agency, in Jefferson County.
- (2) "Speed Zone Resolution No. 478" establishes a 40 MPH speed zone on the Dodson-Warrendale Frontage Road for the Columbia River Highway near Yeon Park in Multnomah County.
- (3) "Speed Zone Resolution No. 479" establishes a 45 MPH speed zone on the Hillsboro-Silverton Highway, a short distance west of Silverton in Marion County.
- (4) "Speed Zone Resolution No. 480" establishes 70 MPH, 65 MPH, and 55 MPH speed zones on the South Ashland Interchange-California Line Section of the Pacific Highway in Jackson County. These speed zones are to become effective upon completion of the highway to Interstate standards and the installation of signs.

An abandonment resolution was presented by the Engineer in which certain portions of The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County are abandoned to Wasco County. This action, he said, has been preceded by an agreement with the County adopted December 16, 1959. The Commission approved the abandonment and thereupon adopted "Abandonment and Retention Resolution No. 368", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An abandonment agreement with Morrow County concerning abandonment of certain portions of the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County, was presented by the Engineer. The Engineer commented that approximately five and one-half miles of the old highway will be abandoned to the County and approximately three and one-half miles will be transferred to the County for maintenance only until the State conveys this unit to the U. S. Government. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer also presented an abandonment resolution formally abandoning to Morrow County certain portions of the Boardman Junction-Irrigon Section of the Columbia River Highway. Based upon his favorable recommendation, the Commission adopted "Abandonment and Retention Resolution No. 427", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission also considered an abandonment agreement with Morrow County in which certain portions of the Airport Road-Irrigon Junction Section of the Columbia River Highway will be transferred to Morrow County when the new highway is completed. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to a supplemental throughway agreement with the City of Portland pertaining to construction of a Park Avenue structure over the Stadium Freeway. The Engineer commented that cost of the structure is estimated at \$400,000 and upon completion, the City is to install light standards and assume maintenance of the landscaped areas and the sprinkling and lighting systems installed by the City. The City also is to maintain the relocated portions of Park Avenue (East and West), S. W. Jackson Street, and S. W. Clifton Street. The Commission accepted his recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

A cooperative construction agreement with the City of Eugene for construction of a concrete sidewalk was discussed. The Engineer stated that at the intersection of Interstate 105 (Eugene-Springfield Highway) and Coburg Road in the City of Eugene, a pedestrian problem has developed. The City has agreed to construct a concrete sidewalk estimated to cost \$1,600. The agreement provides that the Highway Commission will pay \$800, or one-half the actual cost, whichever is less. The City is to assume maintenance of the sidewalk. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

An abandonment agreement with Curry County concerning the Winchuck River Section of the Oregon Coast Highway was presented by the Engineer. This agreement, he said, provides for transfer to the County of a section of the old highway when the new section has been completed. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Consideration was given to a supplemental throughway agreement with Klamath County Board of Commissioners concerning the Washburn Way-Shasta Way Section of the Klamath Falls-Malin Highway in Klamath County. This agreement, the Engineer said, provides for construction of frontage roads and connections to the relocated highway and closure of several county roads. The County is to assume maintenance and control of the frontage roads upon completion of the project. He recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it for them.

A similar throughway agreement with the City of Klamath Falls pertaining to the Washburn Way-Shasta Way Section of the Klamath Falls-Malin Highway was also considered. This agreement, the Engineer said, provides for closure of Alameda Avenue and requires that the City pass an ordinance prohibiting parking on either side of the throughway. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

A cooperative construction agreement with the City of Portland pertaining to the 12th Avenue Intersection (Burnside at Sandy) Section on the Sandy Boulevard Highway was presented by the Engineer. The agreement provides for reconstruction of the intersection as a Federal-aid Urban job with no construction cost chargeable to the City. Upon completion of the project, the Engineer said, the City is to assume maintenance of the traffic signals and provide for all power used. The estimated cost of the project is \$47,000, and he recommended that it be approved. The Commission approved the project and authorized the Secretary to sign it in their behalf.

The Commission considered a request from the City of North Bend for installation of traffic signals at the intersection of Sherman Avenue and Connecticut Avenue on the Oregon Coast Highway, and at the intersection of Virginia Avenue and McPherson Avenue on the Cape Arago Highway. The Engineer commented that at the City's request an investigation had been made which disclosed that traffic signals are warranted at these locations. He estimated the total cost of the project at \$14,000 and recommended that it be performed with the understanding that the City is to pay one-half of the cost of the installation and provide all future maintenance and power needs. The Commission approved the project and authorized the Secretary to sign the agreement in their behalf.

Consideration was also given to a request from the City of Sweet Home for the installation of traffic signals at the intersection of "M" Street (Santiam Highway) and 12th Avenue. The Engineer stated that an investigation disclosed that signals are warranted and he recommended that they be installed at an estimated cost of \$6,500. The City is to pay \$3,450. Of this sum \$3,250 represents City's share of the estimated base cost of the installation and \$200 represents the cost to be borne by the City for the cost of an interconnection with the City Hall. The City is to provide all maintenance and electrical energy after the signals are installed. 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 Hubbard concerning installation of a flashing beacon at the intersection of the Pacific Highway East and "G" Street in Marion County was considered. The Engineer stated that the flashing beacon is needed and that the City has submitted a check in the amount of \$400 to pay one-half of the estimated installation cost of \$800 and has agreed to provide for all future maintenance and power needs. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Also considered was an agreement with the City of Milwaukie for traffic signal installations on the Pacific Highway East (McLoughlin Boulevard with Jackson Street and Jefferson Street) in Milwaukie and removal of an existing signal at McLoughlin Boulevard and Monroe Street. The Engineer stated that installation of the signal is warranted and he estimated the cost of the project at \$22,000. The City of Milwaukie is to pay one-half of the estimated cost and assume all future maintenance and power needs. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

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The Commission confirmed the date of December 15, 1964, for the next Commission meeting to be held in the Conference Room of the State Highway Building in Salem. A tentative date of January 26, 1965, was set for the following meeting.

The Commission approved the minutes of the meeting held in Salem, October 9, 1964.

The Commission also approved the minutes of the meeting held in the Park Haviland Hotel in Portland, October 14, 1964.

Consideration was given to a supplemental agreement with Polk County concerning construction on the Independence Junction-West Salem Section of the Willamina-Salem Highway in Polk County. The Engineer commented that in the original agreement dated August 27, 1964, one of the streets to be closed was Spring Street in the plat of Eola. Since that action was taken, owners of property abutting Spring Street have indicated that development plans will require the use of Spring Street as a connection to the highway. The supplemental agreement deletes the closure of Spring Street and provides that the cost of any physical connection to the highway will be made by others than the State. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to an agreement with EBS Management Consultants Incorporated which provides for a study of the recreational development of United States and State-owned land using the Waldo Lake area in Lane County as a specific case. This study, the Engineer said, has to do with the feasibility of using private capital in recreational development in this area and to suggest procedures which would be of maximum benefit to the State. The estimated cost of this study is \$10,000. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered an agreement with EBS Management Consultants Incorporated to make a study of potential tourism in the Clatsop County area. This agreement, the Engineer said, is intended to determine the existing tourism facilities and the development potential, and also to suggest means of implementation. Cost of the study is not to exceed \$7,500 and he recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission considered a lease agreement with Schnitzer Steel Products Company for the use of steel sheet piling in the construction of the Astoria-Megler Bridge by Raymond International Company. The Engineer explained that when the contract for construction of the Astoria-Megler Bridge was awarded to Raymond International, it was understood that the steel sheet piling for the cofferdam at Pier 169 was owned by the DeLong Corporation. Later, however, it was found that the steel sheet piling had been leased from the Schnitzer Steel Products Company, Portland. The lease agreement provides that the piling shall be rented at the rate of \$1,982 per month with a starting date of April 13, 1964, and continuing until the completion of Pier 169. He estimated the cost of the lease at \$28,000. He

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also mentioned that the cost of the lease, in his opinion, is recoverable from the DeLong Corporation or its bondman. Following his favorable recommendation, the Commission approved the lease and authorized the Secretary to sign it in their behalf.

As to status of construction on Pier 169, the Engineer commented that the defective concrete had been removed from the downstream side and that the contractor is now starting removal on the upstream side. Other work on the bridge is progressing in good order and completion is expected in 1966. The Chairman then inquired as to whether a claim would be presented against the State by American Bridge Company, which holds the contract for placing of steel on the piers, because of the delay in completion of the concrete piers. The Engineer replied that they undoubtedly will but no billing has been presented to date. Highway Department Engineers, he said, are keeping a record of the cost involved. Commissioner Fridley inquired if the piles are to remain in Pier 169. The Engineer said they will. The faulty concrete, he said, is being removed with jets, spuds and small explosive charges.

An agreement with Oregon Welcome Committee to establish and operate out-of-state offices for the dissemination of tourist information and provide direct contact with prospective visitors was considered. The Engineer commented that the Oregon Welcome Committee is capable of handling these offices and of providing the services desired. The cost is not to exceed \$12,000 for one year and he recommended that the agreement be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in their behalf.

A supplemental agreement with the U. S. Bureau of Reclamation (Klamath Irrigation District) concerning a crossing of the main irrigation canal by the Klamath Falls-Lakeview Highway in Klamath County was presented by the Engineer. This agreement, he said, provides for the relocation of Klamath Irrigation District facilities at an estimated cost of \$2,123. The Commission accepted his favorable recommendation and authorized the Secretary to sign the agreement in their behalf.

Chairman Jackson inquired if the City of Klamath Falls and Klamath County have submitted recently a priority list of projects for highway construction. Upon a negative reply from the Engineer, the Commission instructed that a request be made to them after January 1, 1965, for their priority list of highway projects.

Mr. Marshall N. Dana representing the Portland Chamber of Commerce; Mr. Percy Bucklin, and Mr. Burton Badley of Hood River, representing the Hood River Valley Chamber of Commerce, came before the Commission concerning improvements to Route 35 (Mt. Hood Highway) and construction of a Two-Mile Spur Road into the Hood River Meadow Ski Area. Mr. Dana acted as spokesman and presented a written brief and several copies of maps outlining the proposed improvements. A study, he said, has shown that the recreational and economic values served by Route 35 warrant further improvement to the highway.

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Skiers and other recreationists in the Mt. Hood area have increased greatly in the last few years, and development of the Hood River Meadow Ski Area is needed to meet their demands. He urged the Highway Commission to request the U. S. Forest Service to add the 1.9 mile spur to the Forest Highway System. Mr. Bucklin supported the points mentioned by Mr. Dana and emphasized the need of Highway 35 improvement in order to provide an adequate supply of logs for Hood River mills. He thanked the Commission for work that has been done on the highway and urged that the spur road be constructed to provide for additional recreational facilities. He also mentioned that the average snow fall in the Hood River Meadow Area is approximately the same as at Timber Line. Chairman Jackson commented that the Commission fully recognizes the need for the spur road and improvement to the highway but the spur, he pointed out, is on U. S. Forest land and it is difficult to add mileage to the Forest Highway System when there are many miles on the system that are not adequately improved. He also commented that the Commission during the next year plans to spend approximately \$350,000 for further improvement of Highway 35. He suggested that the delegation make an attempt to secure Forest Service Funds which may be available for recreational access purposes and mentioned the possibility of obtaining private capital for the recreational development.

The meeting was recessed at 10:30 a.m. and reconvened at 10:50 a.m. in the same room with the same persons present.

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

"Quarry Site Lease" with State of Idaho for the Jordan Valley-Idaho Line project on Broadhurst Lane County Road in Owyhee County, Idaho.

"Indenture of Access" to the James and Lizzie Cant property on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County.

"Indenture of Access" to the Loula Humphreys property on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County.

"Indenture of Access" to the Chester H. and Leta Rooklidge property on the Canby-Aurora Hill Section of Pacific Highway East in Clackamas County.

"Indenture of Access" to the Floyd B. and Etta Belle Roberts property on the Blue River-Mill Creek Section of McKenzie Highway in Lane County.

"Grant of Access" to the Trans Bay Construction Company, Inc. property on Myers Creek-Brookings Section of Oregon Coast Highway in Curry County.

"Relinquishment of Title" to City of Portland for a connecting road between S. W. Hume Street and S. W. Hume Court at junction of S. W. 17th Avenue and Portland Freeway.

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"Lease Agreement" with State Board of Control covering the lease of 18 acres of park land in Joaquin Miller Forest Wayside for a MacLaren School camp.

"Bargain & Sale Deed" to Laurence B. and Joyce E. Rauschl for a parcel of land on the Sutherlin-Winchester Section of the Pacific Highway in Douglas County.

"Relinquishment of Title" to Clackamas County re matter of vacation of portions of Third Street, Clackamas Avenue, Hood Street and an unnamed street or alley in the town of Clackamas.

"Bargain & Sale Deed" to Donald A. Hammer for a parcel of land on the Goshen-Divide Section of the Pacific Highway in Lane County.

"Bargain & Sale Deed" to Otto K. Sorg for a parcel of land on the Harbor Dr.-Barbur Blvd. Section of the Pacific Highway in Multnomah County.

"Bargain & Sale Deed" to William and Katie Frohreich for a parcel of land on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County.

"Bargain & Sale Deed" to Walter H. and Leora V. Frohreich for a parcel of land on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County.

"Bargain & Sale Deed" to Henry A. and Thelma Fellows for a parcel of land on the Grants Pass-Rock Point Section of the Pacific Highway in Jackson County.

"Abandonment Agreement" with Morrow County pertaining to the Boardman Junction-Irrigon Section and the Airport Road-Irrigon Junction Section of the Columbia River Highway.

"Throughway Agreement" with City of Portland covering construction of a Park Avenue structure over Stadium Freeway.

"Cooperative Construction Agreement" with City of Eugene for construction of a sidewalk at intersection of Eugene-Springfield Highway and Coburg Road.

"Abandonment Agreement" with Curry County covering abandonment of a short section of the old Oregon Coast Highway upon completion of the Winchuck River Section.

"Supplemental Throughway Agreement" with Klamath County pertaining to Washburn Way-Shasta Way Section of Klamath Falls-Malin Highway.

"Throughway Agreement" with City of Klamath Falls pertaining to Washburn Way-Shasta Way Section of the Klamath Falls-Malin Highway.

"Cooperative Construction Agreement" with City of Portland pertaining to the 12th Avenue Intersection (Burnside at Sandy), Sandy Boulevard Highway.

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"Agreement" with North Bend for installation of traffic signals at intersection of Sherman Avenue and Connecticut Avenue on Oregon Coast Highway and at intersection of Virginia Avenue and McPherson Avenue on Cape Arago Highway.

"Agreement" with City of Sweet Home covering traffic signal installation at intersection of "M" Street (Santiam Highway) and 12th Avenue.

"Agreement" with City of Hubbard covering installation of flashing beacon at intersection of US99E and "G" Street.

"Agreement" with City of Milwaukie covering traffic signal installations on Pacific Highway East (McLoughlin Street with Jackson Street and Jefferson Street) and removal of existing signal at McLoughlin Boulevard and Monroe Street.

"Supplemental Agreement" with Polk County covering construction of a throughway on Independence Junction-West Salem Section of the Willamina-Salem Highway.

"Agreement" with EBS Management Consultants, Inc. to conduct a study for the recreational development of United States and State-owned land, using Waldo Lake development area in Lane County as a specific case.

"Agreement" with EBS Management Consultants, Inc. to conduct a study of potential tourism in the Clatsop County area.

"Lease Agreement" with Schnitzer Steel Products Company for steel sheet piling to be used on the construction of the Astoria-Megler Bridge by Raymond International Company.

"Agreement" with Oregon Welcome Committee to establish and operate out-of-state offices for dissemination of tourist information about the State of Oregon and provide direct contact with prospective visitors.

"Supplemental Agreement" to Contract 175r-1106 with U. S. Bureau of Reclamation (Klamath Irrigation District) covering a crossing of the main irrigation canal by the Klamath Falls-Lakeview Highway.

Mr. Maurice W. Anderson and State Senator E. D. Potts from Grants Pass came before the Commission concerning direct access from the Anderson property to the Redwood Highway near Grants Pass. Sen. Potts introduced Mr. Anderson. Mr. Anderson exhibited copies of a brief with pictures showing changes that had been made in the access to his property. On the newly provided access, he said that it is very difficult to see on-coming traffic. It was his contention that in providing the existing access, the State Highway Department had not complied with the throughway law. He also mentioned that legal counsel had called it a frontage road to be maintained at State expense. Chairman Jackson stated that the subject appears to be quite involved and the Commission would request an investigation.

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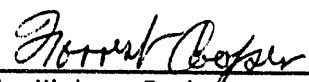
A delegation from Reedsport and Roseburg came before the Commission concerning construction of a pedestrian underpass on the Oregon Coast Highway immediately south of Reedsport. The following people were present: Judge V. T. Jackson, Douglas County; Elmer Metzger, Douglas County Commissioner; Ray Doerner, Douglas County Commissioner; Al May, Douglas County Engineer; all from Roseburg. Tom Lillebo, Contractor; I. G. Johnson, City Recorder; and W. A. Burdick, Chamber of Commerce, all from Reedsport. County Judge Jackson recalled that when the existing section of the Oregon Coast Highway had been constructed in Reedsport an underpass was not necessary. However, the City has grown considerably and an underpass is now needed, in the southern part of Reedsport. The underpass would be of particular benefit for the use of school children, many of whom now run across the highway. The City of Reedsport, he said, has agreed to cooperate to the extent of \$2,000 and the International Paper Company has also agreed to put up the same amount. It is also anticipated that right of way can be acquired without cost to the State. After deducting the \$4,000 to be contributed he said that the County would cooperate with the State on a 50-50 basis, at a cost which he estimated would total \$100,000. Mr. Burdick commented that he had talked to a considerable number of Engineers in the Highway Department and had done all he could to raise funds to finance the project. He mentioned the need of the undercrossing for the safety of school children. Mr. Tom Lillebo stated that the City of Reedsport has petitioned for this project and is acutely aware of the danger to school children who cross the highway. Traffic, he commented, travels at a fast rate of speed in this vicinity. In response to Chairman Jackson's inquiry as to cost, Mr. Lillebo stated that he felt the cost would be somewhat over \$100,000. Mr. Doerner commented on the growth of the residential area, a nine-hole golf course and a hospital, all of which would be served by the underpass. Mr. Metzger stated that the underpass is needed and the County is willing to pay one half. Chairman Jackson thanked the delegation for their offer of cooperation and stated that the project would be looked into on the basis as presented.

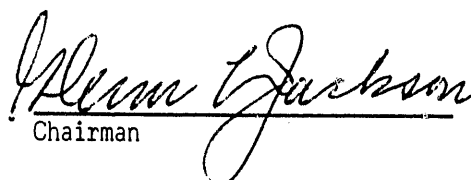
A delegation representing the Pacific City-Woods Recreational Area Protective League came before the Commission to protest the proposed location of the Oregon Coast Highway in the Pacific City area. The following persons were present: Maurice D. Sussman, Attorney; J. C. Buxton; Gordon L. Guild; Gordon Nelson; Wendell B. Ferland; M. G. Rockney; all members of Publicity Committee from Portland; Mr. and Mrs. William J. Bank, Oswego, members of Publicity Committee. Mr. Sussman, who acted as spokesman, stated that they are particularly concerned about the proposed route over the Sand Spit. He felt that this route is not compatible with principles set out by the law, which provide for the preservation of scenic and recreational values. It was his opinion that the route, if constructed as proposed, would cause considerable damage to homes located near the highway. Construction of the highway, he said, would divide the park area, destroy the beauty of the mouth of the Nestucca River and hamper the operation of boat launching ramps. He also felt that highway construction would be detrimental to fishing and to a bird refuge. He urged that the highway be located easterly in order to preserve recreational and scenic values. He also called attention to the fact that Pacific City works about two weeks each year in removing sand from a turn around and if the highway is located in this area it too will be subject to blow sand. The Chamber of Commerce of Pacific City has also protested the proposed route and he said that he

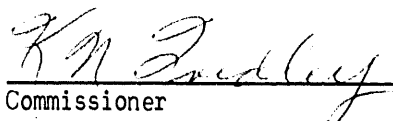
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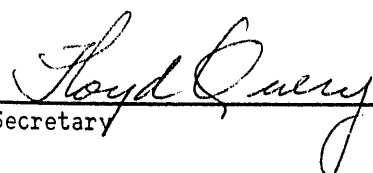
knew of no group favoring the route, except the Tillamook County Court. Chairman Jackson stated that although the route is being constructed in U. S. Forest Service land the Highway Commission will eventually determine the location of the route and it is their policy to consider carefully the wishes of the local people and in due course, a public hearing will be held. He assured the group that both the Bureau of Public Roads and the State are studying the location carefully and no route will be determined prior to holding of a public hearing.

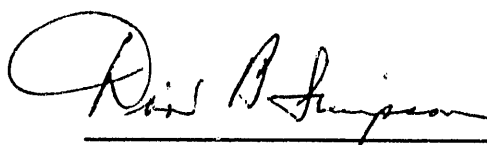
There being no further business to conduct, the meeting was adjourned by the Chairman at 11:45 a.m.


State Highway Engineer


Chairman


Commissioner


Secretary


Commissioner

November 24, 1964

Salem, Oregon
December 15, 1964

The Oregon State Highway Commission met in regular session at 9:00 a.m., in Room 419, State Highway Building, 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
Lloyd P. Shaw, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
George E. Rohde, Chief Counsel
Frank C. McKinney, Acting Assistant Counsel
Walter T. Wright, Right of Way Engineer
C. H. Maison, Controller
Floyd Query, Secretary

Mr. Tom Edwards, Assistant State Highway Engineer, was excused.

Among others present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary; David Moehring, Assistant Right of Way Engineer; and Carl Plog, Information Officer.

Concerning bids received on December 8, 1964, for the Independence Junction-West Salem Section of the Willamina-Salem Highway, Chairman Jackson mentioned a protest filed by Page Paving Company and L. S. Matusek, who were second low bidders on the project, regarding the low bid submitted by Roy L. Houck Sons' Corporation. Attorneys for both contractors were present and he offered them the opportunity to be heard. Mr. Paul Meyer, representing Page Paving Company and L. S. Matusek, stated that he was hesitant to comment on his clients' position until he knew what action the Commission would recommend in award of the contract. It was his feeling that certain changes and omissions in the Houck bid were in violation of the law and rules of bidding. He felt that an alteration made on bid item No. 1 had not been properly initialed and that there was a conflict between the amount written (\$70,000) and the amount shown in figures (\$78,000). He pointed out that as far as he knew no request had been made to Houck as to what was intended, and he also mentioned that another alteration had been made and not initialed. Attention was called to an omission in the amount of the bond and he questioned the authority of Roy L. Houck Sr., to make alterations. It was his feeling that acceptance of the Houck bid would violate the law and the standards set up by the Commission. The Page and Matusek bid, he continued, had been made without error, and he urged that the contract be awarded to them.

Chairman Jackson then stated that the Commission would hear Roy L. Houck Sons' Corporation representative. Mr. Tom Brand, Attorney, stated that in his opinion there is no question but what the Houck bid is low and neither is there a question as to Roy L. Houck Sr.'s authority to make alterations. He also pointed out that in this instance where the amount had been written

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in words and figures on Bid Item No. 1, according to the Commission's rules the amount in writing would prevail. The Houck Corporation, he commented, has bid many projects with the State Highway Department, is familiar with their rules, and there is no evidence to show fraud.

Mr. Meyer then called attention to the possible situation that if the Houck Corporation had been unhappy with the bid submitted by them they would have had the right to refuse to accept award of the contract, and the Commission could not have forced them to accept the bid. It was his opinion that the alterations made are not proper, that the Houck bid is irregular, and that if taken to court the Houck Corporation could not legally sustain its position. He urged the Commission not to call for bids again but to award the contract to Page and Matusek.

Chairman Jackson stated that the matter will be looked into very carefully and any action taken by the Commission will be made with the objective of serving the best interests of the State. (Later in the day the Commission rejected all bids received for this project).

The Right of Way Engineer presented for consideration options, pages 1 through 23, secured for acquisition of real property needed for state highway use or for other purposes. He stated that the prices offered for the properties are based upon careful appraisals and 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 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. 19", which resolution by this reference is made a part hereof and filed in the Secretary's Office. Commissioner Simpson abstained from voting to avoid any possible conflict of interest.

The Property Manager's report covering sales of miscellaneous properties and rental receipts was presented by the Right of Way Engineer. For the period from November 9 to December 4, 1964, miscellaneous sales, he said, totaled \$3,591.80, and timber sales amounted to \$42,699.16. Rental receipts for the month of November, 1964, were \$24,267.75. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale three parcels of property no longer needed for highway purposes. Minimum prices for these parcels, he said, are based upon appraised values or on offers in excess of appraisals. Access and other conditions are consistent with those existing in the vicinity of each property. Where federal funds have been involved in either right of way or construction, approval of the U. S. Bureau of Public Roads has been secured. The Commission authorized sale of the following properties and thereupon adopted "Real Property Resolution Nos. 429 and 430", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 0.33 acre, File No. 24387, adjacent to N. W. First Street in the City of Cornelius on the Tualatin Valley Highway in Washington County, for not less

than \$8,950. One point of access 35 feet in width, and unrestricted as to use, is to be allowed to the Tualatin Valley Highway. The Bureau of Public Roads is not involved in this property. (See "Real Property Resolution No. 429").

- (2) 2.8 acres, File No. 20520, on the easterly side of the Goshen-Divide Section of the Pacific Highway in Lane County, approximately one mile south of Creswell, for not less than \$1,000. No access is to be allowed to the Lane County road or to the Pacific Highway, and a sign restriction clause is to be imposed. The Bureau of Public Roads is not involved in this property. (See "Real Property Resolution No. 430").
- (3) 5.45 acres, File Nos. 219 and 220, on the Eckman Creek Lincoln County Road, about 3.5 miles southeast of Waldport, for not less than \$825. This property was acquired as a material source but cannot be used because of stream pollution. The sale is to be subject to an easement granted to the City of Waldport. No Bureau of Public Roads' funds are involved in this matter.

Two "Indentures of Access" were presented by the Right of Way Engineer. These indentures, he said, are for routine changes in location of points of access for the protection of the traveling public and for the benefit of the property owners. The Commission approved the following "Indentures":

- (1) Hadwick Property, File No. 32114, on the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County, between First Street West and Second Street West in the town of Irrigon, for a change in location and widening of one point of access, unrestricted as to use. This was approved by the Bureau of Public Roads August 28, 1964.
- (2) Villwock Property, File No. 33574, on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County, for moving of two points of access and an increase in width to 35 feet, unrestricted as to use. This action is to correct the records to conform to actual construction of the two approaches. The Bureau of Public Roads is not involved in this matter.

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 considered. 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. 1996 through 2007", 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 15, 1964, in the Secretary's Office).

A written report of cases tried in court since the last Commission meeting was presented by the Chief Counsel. Concerning the Don B. Callahan case, he said that an inspection would be made of the transcript of the trial to determine whether there is good basis for filing an appeal. 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-4525 Don B. Callahan, et ux.	Jackson	Pacific	Wall Creek-California State Line	\$37,540.00	\$85,000.00	\$67,500.00
L-4495 Mark O'Kelley, et al.	Lane	Oregon Coast	Darlingtonia Wayside Park	1,000.00	3,500.00	2,200.00
L-4544 Frances M. Johnson, et al.	Multnomah	Columbia River	Crown Point State Park	17,600.00	30,000.00	20,750.00
L-4545 O. B. Allm, et al.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	6,500.00	14,000.00	8,500.00

(For further details see the Chief Counsel's letter, dated December 9, 1964, entitled "Report of Cases Tried", in the General Files in the Salem Office).

The Chief Counsel also commented on the case of R. A. Heintz Construction Company and Rogers Construction, Inc. under Contract No. 5902, in which the verdict had been in favor of the State in the contractor's demand for extra compensation on this contract. Following the verdict rendered by the jury, he stated that the trial judge had set aside the verdict. The contractor has now requested a new trial. A study of the transcript of the trial will be made, he said, as to whether there is basis for an appeal against the ruling by the judge.

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A written report of cases settled out of court was also presented by the Chief Counsel. The proposed settlements, he said, do not represent substantial increases above appraised values, or the amounts are not enough to warrant trial in court. 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-4623 George C. Dowell, et al.	Josephine	Pacific	Coyote Creek-Sexton Mountain	\$ 20,708.00	\$ 28,100.00
(Offer made on basis of review of two appraisals, one at \$20,708 and another at \$29,000. Subsequently a third appraisal was obtained indicating value at \$28,100.)					
L-4674 Olive S. Day, et vir.	Josephine	Pacific	Douglas County Line-Coyote Creek	400.00	600.00
R-36723 Jerry Ledford Hisaw, et al.	Josephine	Pacific	Douglas County Line-Coyote Creek	7,400.00	8,000.00
(Settlement calls for entire taking. Original offer was for partial taking.)					
L-4611 Earl H. DeWitt, et al.	Klamath	Klamath Falls-Lakeview	K.I.D. Canal-Madison Street	included in State's offer of \$2,630.00 was an amount of \$880.00 for Richfield Oil Co. sign	325.00
(Richfield Oil Co. agrees to accept \$325 as full compensation and to move sign for \$825. The condemnation action with property owner is <u>not</u> settled hereby.)					
R-35490 Paul H. Stein, et al. (Stein's Bakery)	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge Section	295,000.00	315,000.00
R-32861 Alton F. Grabhorn, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	19,650.00	21,000.00
L-4511 Irwin-Hodson, Inc., et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	132,000.00	192,500.00
(Land and buildings appraised at \$90,000; trade fixtures at \$172,791 for a total of \$262,791, less salvage value of fixtures \$64,436 or a net appraised value of \$198,355.)					

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(Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
R-36752 O. S. Giurlani	Josephine	Pacific	Dacey-County Line-Coyote Creek	\$ 550.00	\$ 750.00
L-4606 Vida Green, et al.	Klamath	Klamath Falls- Lakeview	K.I.D. Canal- Madison Street		200.00
(For sign on property being taken. Litigation will proceed as to compensation for land taken.)					
L-4533 The Jewish Community Center	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	69,300.00	70,000.00
R-35123 James L. Butler	Multnomah	Pacific	Minnesota Freeway	5,000.00 partial taking	5,500.00
(Entire taking 1,120 sq. ft. excess property acquired.)					
L-4568 H. R. Watchie & Associates, Inc., et al. (11th Cause of Action)	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	150.00	150.00

(For additional details, see the Chief Counsel's letter, entitled "Report of Cases Settled", dated December 9, 1964, and his supplemental letter, dated December 14, 1964, in the General Files in the Salem Office).

The Commission confirmed prior telephonic approval of offers for acquisition made to the owners of real property prior to the institution of condemnation proceedings as follows:

CANYONVILLE-JOSEPHINE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY

R-36998 - Whiting F. Martin, 35.5 acres for right of way purposes. Offer of \$10,350.00 approved by Mr. Jackson December 6, 1964.

R-37000 - Jack R. Smith, et ux. 3.10 acres for right of way purposes. Offer of \$265.00 approved by Mr. Jackson December 6, 1964.

R-37004 - W. B. Garrett, et ux. Parcel No. 1: 2.0 acres for right of way purposes; Parcel No. 2: 1.2 acre for right of way purposes. Offer of \$2,450.00 approved by Mr. Jackson December 7, 1964.

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CANYONVILLE-JOSEPHINE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY - CONT.

R-37195 - Loson Winn, et ux. 9.6 acres for right of way purposes. Offer of \$8,250.00 approved by Mr. Jackson November 17, 1964.

DOUGLAS COUNTY LINE-COYOTE CREEK SECTION OF THE PACIFIC HIGHWAY

R-36752 - Orland J. Giurlani, et ux. Parcel No. 1: 0.3 acre for right of way purposes; Parcel No. 2: 0.07 acre for right of way purposes. Offer of \$550.00 approved by Mr. Jackson December 1, 1964.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-34748 - Isabella Lucille Enke and Matilda Kathryn Bowman. 1,986 square feet for right of way purposes. Offer of \$26,150.00 approved by Mr. Jackson December 1, 1964.

R-35490 - Paul H. Stein. 17,200 square feet for right of way purposes. Offer of \$295,000.00 approved by Mr. Jackson November 19, 1964.

INDEPENDENCE JUNCTION-BONNEVILLE STATION SECTION OF THE WILLAMINA-SALEM HIGHWAY

R-35994 - Floyd S. DeLapp, et ux. Parcel No. 1: 1.3 acre for right of way purposes; Parcel No. 2: 0.75 acre for right of way purposes. Offer of \$7,100.00 approved by Mr. Simpson December 2, 1964.

MARKET DRIVE-SODAVILLE ROAD SECTION OF THE SANTIAM HIGHWAY

R-37143 - Hobert A. Thompson, et ux. 0.18 acre for right of way purposes. Offer of \$1,500.00 approved by Mr. Jackson December 7, 1964.

R-37167 - Gerald W. Eggers, et ux. 0.2 acre for right of way purposes. Offer of \$6,650.00 approved by Mr. Simpson November 19, 1964.

R-37180 - Ollie C. Burge, 0.01 acre for right of way purposes. Offer of \$815.00 approved by Mr. Jackson November 24, 1964.

MILL CREEK-BELKNAP SPRINGS SECTION OF THE MCKENZIE HIGHWAY

R-36629 - E. P. Robb, et al. 0.04 acre for right of way purposes. Offer of \$375.00 approved by Mr. Jackson December 1, 1964.

WALL CREEK-CALIFORNIA STATE LINE SECTION OF THE PACIFIC HIGHWAY

R-35846 - Robert E. Miller, et ux. 13.0 acres for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson December 4, 1964.

A brief report was made by the Chief Counsel concerning an order received from the Public Utilities Commissioner on an application made by the Highway Commission for authority to construct an overcrossing over the tracks and right of way of the Siskiyou Branch Line of the Southern Pacific Company. This is known as the Second McVay Overcrossing, approximately seven miles southeast of Eugene on the Pacific Highway and parallels an existing

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overcrossing of Southern Pacific Company's Siskiyou Main Line track. Temporarily, the Second Overcrossing will carry two lanes of southbound traffic, and one lane of northbound traffic will be routed over the existing structure. In the future the proposed structure will be widened to four lanes, at which time the existing structure will be removed. The Commission accepted the report.

The institution of legal proceedings by Ronald Dean Tucker, a minor, vs. Plaze Carter, an equipment operator for the State Highway Department, was reported by the Chief Counsel. The plaintiff seeks damages in the amount of \$500,000 for injuries sustained by the child who was struck by the truck while attempting to cross the Berlin Market Road easterly of Lebanon. Defense of the employee, he said, will be tendered to the State's insurance carrier, and all possible assistance will be given in defense of the employee.

An agreement with Robin M. Towne & Associates, Consultants in Acoustics, to conduct an acoustical study as to the effect of traffic noise on apartments in the Portland-Vancouver area before and after freeway construction was presented by the Chief Counsel. Following Chairman Jackson's inquiry as to the purpose of the study, the Chief Counsel stated that they hope to secure reliable data as to the volume of noise at certain locations before and after freeway construction. It was his feeling that this information would be beneficial as there may be suits instituted by apartments and others claiming damage because of increased noise. The cost of the study is not to exceed \$34,000. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A survey for improvement of the Grande Ronde River Section of the Wallowa Lake Highway in Union County was presented by the Engineer. He mentioned that the existing bridge across the Grande Ronde River will require repairs within the next two years at an estimated cost of \$60,000 unless the bridge is replaced. Also a section of highway adjoining the bridge should be straightened and brought up to modern standards when a new bridge is constructed. He estimated cost of the new project, including right of way, at \$335,000 and recommended that the survey be approved. The Commission accepted his recommendation and thereupon adopted "Survey Resolution No. 291", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The addition of the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County to Program IX on the ABC System was recommended by the Engineer. This project, he said, is one in which the City of Salem is to pay 25 percent of the cost from Taybin Road to Edgewater Street. The entire FAS project is estimated to cost \$245,000. The Commission approved addition of this project to Program IX.

Requests for extensions of time or increases in the number of workdays within which to complete highway contracts without assessment of liquidated damages were presented by the Engineer. He outlined briefly the pertinent facts pertaining to each contract and made his recommendation as to action to be taken. After considering the Engineer's recommendation and other available information, the Commission took action as follows:

1. Jed Wilson and Son, Contract No. 6429, for rock production on the Hunter Hill-Paisley Section of the Fremont Highway in Lake County, requested an extension of 35 days, from September 28 to November 13, 1964, within which to complete the contract without assessment of liquidated damages. The Engineer stated that a delay of 31 workdays was caused by the Highway Department to accommodate another project. He recommended and the Commission approved an extension of 30 workdays, the time required to complete the contract, without assessment of liquidated damages.
2. L. W. Vail Company, Inc., Contract No. 6412, for grading and paving on the Owyhee River-Burns Junction Section of the I.O.N. Highway in Malheur County, requested an increase from 90 to 110 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved 20 additional workdays without liquidated damages.
3. Lord Brothers Contractors, Inc., and Lord Brothers Contractors, Contract No. 6193, for grading, paving and signing on the West City Limits-St. Johns Bridge Section of the Columbia River Highway in Portland, requested an increase from 150 to 190 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an additional 21 workdays without liquidated damages. Approval of the U. S. Bureau of Public Roads has been secured.
4. United Contracting Company, Contract No. 6461, for paving on the Tillamook River-Tillamook Section of the Netarts Highway in Tillamook County, requested an extension of time from August 15, 1964, to September 17, 1964, to complete the contract without assessment of liquidated damages. The Commission approved an extension to September 10, 1964, without liquidated damages.
5. Warren Northwest, a Division of Warren Brothers Company, Contract No. 6481, for grading and paving on the Marine Drive-N. E. Shaver Street Section of N. E. 122nd Avenue, requested an increase from 50 to 65 workdays within which to complete the contract without assessment of liquidated damages. The Commission denied the request.
6. Kuckenberg Construction Company, Inc., Contract No. 5999, for grading, paving and rock production on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, requested an increase from 185 to 275 workdays within which to complete the contract without

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assessment of liquidated damages. The Commission approved an increase of 82 workdays without liquidated damages. A letter from the Bureau of Public Roads was presented concurring in the increase.

7. Page Paving Company, Contract No. 6472, for grading, paving and rock production on the Salt Creek Tunnel-Odell Maintenance Station Section of the Willamette Highway in Lane County, requested an increase in time from October 15, 1964, to November 20, 1964, within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of time to November 18, 1964.
8. Trowbridge Electric Company, Contract No. 6377, for traffic signal installation on 10th Avenue at Maple Street on the Tualatin Valley Highway in Hillsboro in Washington County, requested an increase from 70 to 120 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved 11 additional workdays without liquidated damages which was the time needed to complete the contract. This action was taken with instructions that the contractor be notified that nondelivery of materials is not reason for extension of workdays. Because of extenuating circumstances the increase was granted but the Commission's action does not establish a precedent.
9. Trowbridge Electric Company, Contract No. 6366, for traffic signal installation on the West Bellows Street Ramp Section of the Harvard Boulevard in Roseburg in Douglas County, requested an extension from 70 to 120 workdays within which to complete the contract without assessment of liquidated damages. The Commission approved an increase of 50 workdays and instructed that the contractor be notified that nondelivery of materials is not a reason for extension of workdays. Because of extenuating circumstances the increase was granted but the Commission's action does not establish a precedent.

The Engineer reported that Contract Nos. 5656, 6192, 6281, 6309, 6345, 6412, 6442, 6443, 6462, 6475, 6485, 6489 and 6494 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. 137", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A resolution pertaining to abandonment of the Neskowin-Salmon River Section of the Oregon Coast Highway in Tillamook and Lincoln Counties was recommended by the Engineer. This resolution, he said, complies with an agreement dated September 12, 1957, transferring approximately $5\frac{1}{2}$ miles of the old highway to Tillamook County approximately three miles to the U. S. Forest Service and approximately $2\frac{1}{2}$ miles to Lincoln County. The new section was opened to travel in November, 1963, but abandonment of the old sections had been delayed in the event that slides on the new section might require use of the old highway. The Commission accepted his recommendation and thereupon adopted "Abandonment and Retention Resolution No. 338", 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 Government Camp on the Mt. Hood Highway in Clackamas County requesting certain parking restrictions to facilitate snow removal during winter months. This matter, the Engineer said, has been investigated and he recommended that parking be prohibited on the Government Camp Frontage Road of the Mt. Hood Highway between a point 500 feet west of the Post Office and a point 500 feet east of the Village Store at certain specified times. These restrictions are to continue through the snow season and are to be controlled by local Highway Department personnel. If snow removal is not necessary, parking will not be restricted. The Commission accepted his recommendation and thereupon adopted "No Parking Resolution No. 249", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Also considered was a request from the City of Mt. Angel that a crosswalk be moved from its present location across the Hillsboro-Silverton Highway in Mt. Angel, Marion County. The Engineer commented that an investigation had revealed that the crosswalk should be moved approximately 150 feet northerly from its present location near the Benedictine Nursing Home. The new location would be at M. P. 46.31. The Commission approved moving of the crosswalk.

A supplemental throughway agreement with the City of Portland pertaining to a Lombard Street pedestrian overcrossing on the Columbia Slough-North Russell Street Section of the Pacific Highway (Minnesota Freeway) in Portland was presented by the Engineer. He explained that the agreement provides for construction and maintenance of the facility by the State over the southbound entrance ramp from North Lombard Street at an estimated cost of \$38,800 using FAI funds. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was also given to an agreement with the City of Portland concerning illumination on the Morrison Bridge-Baldock Freeway Section of the Pacific Highway (Marquam Bridge) in Portland. The agreement provides, the Engineer said, that the State is to install the luminaire units and maintain them after installation. The City is to pay for all electrical energy consumed. The Commission accepted the Engineer's recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

A cooperative construction-maintenance agreement with the City of Corvallis concerning the Harrison Street Bridge Section of the Corvallis-Lebanon Highway in Corvallis, Benton County, was also considered. This agreement, the Engineer commented, provides for construction and maintenance of navigational lights to be installed on the Harrison Street Bridge across the Willamette River at an estimated cost of \$6,300. The City is to pay for all electrical energy used by the navigational lights. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission confirmed the date of Tuesday, January 26, for the next Highway Commission meeting to be held in the State Highway Building in Salem. (Later the date was changed to Wednesday, January 27, 1965.) A tentative date for the following meeting was set for March 9, 1965.

A transfer of property agreement with the Oregon State Board of Education (Portland State College) pertaining to right of way adjacent to the Sunset Interchange-Broadway Unit of the Stadium Freeway in Portland was presented by the Engineer. This agreement, the Engineer said, among other things provides that the State issue a construction easement for the College portion of the grading and issue to the College deeds to several parcels of land. The College is to perform a portion of the grading, remove all material at its expense except city water and sewer lines, and perform certain maintenance functions. The State is to construct a chain link fence along the newly established right of way line. This agreement has been approved by the Bureau of Public Roads. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission approved the minutes of the meeting held November 24, 1964.

The Engineer presented to the Commission a tabulation of bids for highway projects received on December 8, 1964. He mentioned the number of bids received for each project, the estimated cost, the name of the low bidder and the amount, the per cent of overrun, and his recommendations as to action to be taken. At 10:20 a.m., the Commission took action as follows:

BIDS RECEIVED IN SALEM DECEMBER 8, 1964

"Traffic signal installation on Jefferson-Jackson Street Section of the Pacific Highway East in City of Milwaukie in Clackamas County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, W. R. Grasle Company, Portland, at \$16,128.00.

"North Bend Traffic Signals on the Oregon Coast Highway at Connecticut Avenue and Cape Arago Highway at McPherson Avenue in Coos County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Trowbridge Electric Company, Roseburg, at \$12,690.00.

"Grading, paving and signing on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway, south of Canyonville in Douglas County. Federal-aid Interstate Highway Project #I-5-2(41)91. Nine bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$3,020,300.50.

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"Grading, paving, structure and signing on the Glendale Jct.-Coyote Creek Section of the Pacific Highway, north of Grants Pass in Douglas and Josephine Counties. Federal-aid Interstate Highway Project No. I-5-2(42)76. Eight bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$4,520,307.95.

"Grading and oiling on the North Unit, Diamond Jct.-Frenchglen Section of the Frenchglen Highway, south of Burns in Harney County. FAP No. S-262(8). Eleven bids were received. The Commission awarded the contract to the low bidder, F. H. McEwen, Eugene, at \$414,422.00.

"Grading and structures on the Cascade Locks-Mitchell Point Section of the Columbia River Highway, east of Cascade Locks in Hood River County. Federal-aid Interstate Highway Project No. I-80N-2(9)43. Four bids were received. The Commission deferred action until approval is received from Union Pacific Railroad Company.

"Ashland Maintenance Building in Jackson County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Merl C. Howard & Westgaard Construction Company, Ashland, at \$33,993.05.

"Grading, paving, structure and signing on the Mohawk Road-High Banks Road Section of the Eugene-Springfield Highway in Springfield in Lane County. FAP No. F-330(4). Four bids were received. The Commission awarded the contract to the low bidder, Wildish Construction Company, Eugene, at \$391,348.20.

"Grading and paving on the Market Drive-Sodaville Road Section of the Santiam Highway at south city limits of Lebanon in Linn County. State Project. One bid was received. The Commission awarded the contract to the only bidder, Morse Brothers, Inc., Lebanon, at \$395,181.50.

"Structures, grading and paving on the Stayton Bridge Section at Stayton in Linn and Marion Counties. Federal-aid Project No. S-147(3). Eleven bids were received. The Commission elected to accept the low bid of Lord Brothers Contractors, Inc., Portland, in the sum of \$529,254.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Linn and Marion Counties is received and the sum of \$119,400.00 is deposited by the County.

"Grading and oiling on the Jordan Valley-Idaho State Line Section of FAS 828 at Jordan Valley in Malheur County. FAP No. S-511(1). Six bids were received. The Commission elected to accept the low bid of Don Greene Construction, Inc., Salem, in the sum of \$80,810.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Malheur County is received and the sum of \$18,300 is deposited by the County.

"Ione-Heppner Rock Production Project on Heppner Highway, south of Heppner in Morrow County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, Vernie Jarl, Gresham, at \$33,600.00.

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"Lombard Street Pedestrian Overcrossing at Lombard Interchange on the Minnesota Freeway of the Pacific Highway, Portland, in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(57)306. Ten bids were received. The Commission awarded the contract to the low bidder, Lord Brothers Contractors, Inc., Portland, at \$30,267.00.

"Stadium Freeway Traffic Signals at S. W. 6th and S. W. Grant Streets in Portland, Multnomah County. Federal-aid Interstate Highway Project No. I-405-8(6)301. Three bids were received. The Commission awarded the contract to the low bidder, W. R. Grasle Company, Portland, at \$4,396.00.

"Grading and paving the Independence Jct.-West Salem Section of the Willamina-Salem Highway, near Salem in Polk County. State Project. Four bids were received. Later in the day the Commission rejected all bids as being in the best interests of the State.

"Placing riprap around bridge piers on Astoria Bridge over Columbia River on the Astoria, Oregon-Pt. Ellice, Washington Section of US101 in Clatsop County, Oregon, and Pacific County, Washington. No. F-003-1(15). Three bids were received. The Commission awarded the contract to the low bidder, the Umpqua River Navigation Company, Reedsport, at \$385,250.00.

The Engineer reported to the Commission that a claim had been made against the Highway Department by the Oregon Museum of Science and Industry for correction of damage to its building in the Portland Zoo area from a slide or settlement allegedly caused by highway grading on the Sunset Highway. The Engineer stated that there is some doubt as to the cause of the slide but he recommended that the Legal Department be instructed to work out a settlement of this and all future claims in the form of a cash payment. The amount of the claim, he said, is about \$3,200. The Commission instructed that a settlement be negotiated.

The Engineer also recalled that at the August 27, 1964, meeting he had recommended that the Commission approve the moving of 12-foot wide mobile homes over certain Oregon highways. The precautions approved at that time included the moving of the homes on lowboy trailers. The Highway Department, he said, was not entirely satisfied as to the necessity of using the lowboys and upon insistence of the Trailer Coach Association made two test runs. An analysis of movies taken on the test runs showed no apparent safety differences in moving the mobile homes on lowboys compared with moving them on their own wheels. He recommended that the action taken by the Commission on August 27, 1964, be amended to include the following:

1. Allow towing on own wheels.
2. Maximum dimensions when on own wheels:

Width - 12 feet 0 inches.

Height - 14 feet 6 inches subject to available vertical clearances on route.

Unit length - 60 feet exclusive of tongue.

Overall length - 80 feet.

3. Towing vehicle:

Minimum size - 2½ ton (manufacturer's rating).

Transmission - 4 speed.

Tires - dual-mounted on drive axle.

4. Brakes:

Mobile home - must be under the control of the driver at all times.

Two axles - brakes on all wheels.

Three or more axles - brakes on both wheels of two axles.

5. Maximum speed:

45 miles per hour.

6. Single trip permits only.

7. Permits issued only to commercial haulers subject to regulation by the Public Utility Commissioner.

8. Movement prohibited during peak traffic hours of 7 to 9 a.m. and 4 to 6 p.m. in the urban and suburban areas of Portland, Salem, Eugene, and Medford, except when operating over Interstate highways.

9. Movement prohibited during hours of darkness, Saturdays, Sundays, and specified holidays and during periods of poor visibility or inclement weather.

10. Flagmen-escort(s) will be required as necessary considering the route of movement.

A throughway agreement with Douglas County Court concerning the Glendale Junction-Coyote Creek Section of the Pacific Highway was presented by the Engineer. The agreement, he said, provides for construction of the freeway in this section including the Glendale Interchange, and also provides for reconstruction of the Glendale Road to connect to the interchange, and for several road closures. Upon completion of the project, the County is to assume jurisdiction and maintenance of the reconstructed Glendale Road northerly from the Glendale Interchange. The Commission accepted his recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the City of Astoria covering illumination at the Smith Point Bridge Approach on the Oregon Coast Highway and on ramps leading to and from the approach was presented by the Engineer. He explained that the State is to install the luminare units at an estimated cost of \$22,000

and the City is to maintain the units and pay for all electrical energy consumed. Based upon his favorable recommendation, the Commission approved the project and authorized the Secretary to sign the agreement in their behalf.

The Engineer reported that following the resignation of Harold Schick, State Parks Superintendent, the Civil Service Commission had approved a list of six candidates for the position of State Parks Superintendent. The number one name on the list, he said, was David Talbot, who has been acting as Recreation Director. He recommended that Mr. Talbot be appointed as Parks Superintendent to succeed Mr. Schick. The Commission accepted his recommendation.

Mr. Robert Ayre, City Superintendent for the City of Ashland, came before the Commission to request illumination at the 66th Street Interchange leading to Ashland from the newly constructed Pacific Highway. Merchants in Ashland, he said, particularly motels and restaurants have reported a considerable drop in business amounting to as much as 60 percent. It was his feeling that illumination at the interchange would be a boon to Ashland's business and he stated that the City has agreed to cooperate by installing lighting on 66th Street. He asked that the illumination be performed as soon as possible and that the City be advised as to where the poles should be placed for work that the City is to do. Widening of the Green Springs Highway from Ashland to the Pacific Highway was also requested. Chairman Jackson thanked Mr. Ayre for presenting the matter.

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

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

"Indenture of Access" to the Ernest and Ruth J. Villwock property on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County.

"Lease and Sale of Road Materials Agreement" with Kenneth F. and Bessie Binder to a parcel of land on the Deschutes River-Madras Section of the Warm Springs Highway in Jefferson County.

"Relinquishment of Title" to City of Portland to a parcel of land on the Clay-Columbia Street Interchange on the Pacific Highway West in Multnomah County.

"Bargain & Sale Deed" to Pacific Power & Light Company for a parcel of land on the Goshen-Divide Section of the Pacific Highway in Lane County.

"Lease & Sale of Road Materials Agreement" with Woodland By-Products Company to a parcel of land on the Barron Creek-Sixty Summit Section of the Pacific Highway in Jackson County.

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"Supplemental Thoroughway Agreement" with City of Portland covering the Lombard Street Pedestrian Overcrossing on Columbia Slough-North Russell Street Section of the Pacific Highway (Minnesota Freeway) in City of Portland.

"Agreement" with City of Portland concerning illumination on I-5 covering the Morrison Bridge-Baldock Freeway Section (Marquam Bridge) in the City of Portland.

"Cooperative Construction-Maintenance Agreement" with City of Corvallis pertaining to the Harrison Street Bridge Section of the Corvallis-Lebanon Highway in City of Corvallis.

"Agreement" with Portland State College covering transfer of property, right of way, on the Sunset Interchange-Broadway Unit of the Stadium Freeway in City of Portland.

"Thoroughway Agreement" with Douglas County covering the Glendale Jct.-Coyote Creek Section of the Pacific Highway in Douglas County.

"Agreement" with City of Astoria covering illumination at the Smith Point Bridge approach to US 101 in City of Astoria.

There being no further business to conduct, the meeting was declared adjourned by the Chairman at 10:40 a.m.

Robert Ayre
State Highway Engineer

Glen E. Jackson
Chairman

K. H. Bradley
Commissioner

Floyd Query
Secretary

Don B. Simpson
Commissioner

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