

Salem, Oregon  
January 25, 1966

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  
Forrest Cooper, State Highway Engineer  
Tom Edwards, Assistant State Highway Engineer  
Lloyd P. Shaw, Assistant State Highway Engineer  
Fred B. Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
G. E. Rohde, Chief Counsel  
Frank C. McKinney, Assistant Counsel  
David H. Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were A. W. Parsons, Division Engineer, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; E. S. Hunter, Maintenance Engineer; Ralph Sipprell, Liaison Engineer; John Earley, Information Officer; Harrison Brown, Assistant Information Officer; and John Oakes, Assistant Right of Way Engineer.

Commissioner Simpson was excused as he was out of State.

R. L. Porter, Deputy State Highway Engineer, was also excused because of illness.

The Right of Way Engineer presented for consideration options, pages 1 through 32, secured for acquisition of real property needed for state highway use or for other purposes. The amounts offered, he said, are based upon careful appraisals and are in proper order for Federal Aid. 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. 30", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Property Manager's report for the period of December 3, 1965, to January 18, 1966, covering sales of miscellaneous properties and rental receipts was presented by the Right of Way Engineer. During this period, miscellaneous sales totaled \$16,350; land sales \$8,355; timber sales \$16,691.20; and rental receipts for the month of December \$22,755.50. The Commission accepted the report.

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Authority was requested by the Right of Way Engineer to offer at public sale a number of properties no longer needed for highway purposes. The proposed minimum prices, he said, are based upon appraised values or on offers in excess of appraisals. Access provisions and other conditions of sale are consistent with those available to other properties in the vicinity. The Commission authorized sale of the following properties and thereupon adopted "Real Property Resolution Nos. 453 through 456", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 1,300 square feet of land, File No. 23104, located southwest of Gobi Street and just west of California Avenue on the Klamath Falls-West Side Bypass Section of The Dalles-California Highway in Klamath County, for not less than \$100. No access is to be allowed to The Dalles-California Highway and the sale is subject to a standard sign restriction clause. Approval of the Bureau of Public Roads was given in their letter of December 27, 1965.
- (2) 2, 655 square feet of land, File Nos. 34158 and 34161, located between S. W. Sherman and S. W. Caruthers Streets along the Stadium Freeway within the City of Portland, Multnomah County, for not less than \$2,100. No access is to be allowed to the Stadium Freeway and the sale is subject to a standard sign restriction clause and subject also to Appendix C-T VI of the Civil Rights Act of 1964. The Bureau of Public Roads approved the sale in their letter of January 5, 1966. (See "Real Property Resolution No. 453").
- (3) 1,188 square feet of land, File No. 34162, located just west of the northwest corner of the intersection of S. W. 5th and S. W. Caruthers along the Stadium Freeway within the City of Portland, Multnomah County, for not less than \$1,200. No access is to be allowed to the Stadium Freeway. The sale is subject to a standard sign restriction clause and to Appendix C-T VI of the Civil Rights Act of 1964. The sale was approved by the Bureau of Public Roads in their letter of January 5, 1966. (See "Real Property Resolution No. 454").
- (4) 7,300 square feet of land, File Nos. 28582, 28583, 30584 and 30617, consisting of parcels located in the vicinity of North Vancouver Avenue and Hancock Street along the Pacific Highway in the City of Portland, Multnomah County, for not less than \$6,000. No access is to be allowed to the Pacific Highway and the sale is subject to a standard sign restriction clause and to an easement for municipal sewer and water pipe lines. The sale was approved by the Bureau of Public Roads in their letter of December 2, 1965. (See "Real Property Resolution No. 455").

- (5) Three parcels of land containing 7,400 square feet, File Nos. 9486 and 9516, located west of the Oregon Coast Highway at the corner of Lombard Street in North Bend, Coos County, for not less than \$1,500. No access is to be allowed to the Oregon Coast Highway but access will be permitted to Lombard Street. The sale also is subject to a standard sign restriction clause. Approval of the Bureau of Public Roads was given in their letter of January 7, 1966. (See "Real Property Resolution No. 456").

Direct sale of a parcel of property no longer needed for highway purposes was recommended by the Right of Way Engineer. Peculiar geographic conditions, he said, restrict the sale to the owner of adjoining property. The recommended sale price is based upon appraised value. The Commission approved direct sale of 7,135 square feet of land, File Nos. 9511, 9513 and 9514 located on the east side of Donnelly Street between Wall and Lombard Streets just west of the Oregon Coast Highway in North Bend, Coos County, to the adjoining property owner, Mr. A. L. Jones, for not less than \$500. No access is to be permitted to the Oregon Coast Highway and the sale is subject to a standard sign restriction clause. The Bureau of Public Roads approved the sale in their letter of January 7, 1966.

Several "Indentures of Access" were presented by the Right of Way Engineer. These "Indentures", he commented, provide for changes in location and widening of points of access for the protection of the traveling public and for the benefit and convenience of the property owners. The Commission approved the following "Indentures":

- (1) Cahill and Volz Property, File No. 37198, for a change in location of one point of access 35 feet in width and unrestricted as to use, on the north side of the Corvallis-Lebanon Highway, approximately three miles east of Corvallis in Linn County. Approval of the Bureau of Public Roads is not required.
- (2) Wilcox Estate, File Nos. 28791 and 32341, for a change in location of one point of access 35 feet in width and unrestricted as to use, on the west side of the Sherman Highway, approximately five miles south of Grass Valley in Sherman County. Approval of the Bureau of Public Roads was given on October 21, 1965.
- (3) ARA Investment Company Property, File No. 19723, for a change in location of two points of access and the cancellation of two points of access on the easterly side of the Pacific Highway West, approximately  $5\frac{1}{2}$  miles southwest of Tigard in Washington County. The two approaches to be cancelled are 25 feet in width and unrestricted

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as to use. The other two approaches are to be changed in location and widened from 30 to 50 feet, unrestricted as to use. Approval of the Bureau of Public Roads was given on December 3, 1965.

- (4) Keasey Property, File No. 14599, to eliminate four points of access and to grant one new access on the westerly side of the northbound couplet of the Pacific Highway West in the City of Corvallis, Benton County. The Bureau of Public Roads has approved this Indenture subject to the provisions of Title VI of the Civil Rights Act of 1964.
- (5) Nicoll Property, File No. 29178, for a change in location and an increase to 50 feet in width for one point of access on the southeast side of the Salmon River Highway, approximately one mile south of McMinnville in Yamhill County. The change in access to unrestricted use requires construction by the applicant of acceleration and deceleration lanes. The owner has acquired the additional property needed for the lanes and has made a deposit of \$1,500 to cover his share of the cost of construction of the lanes. The Bureau of Public Roads approved the matter in their letter of September 13, 1965, subject to the provisions of Title VI of the Civil Rights Act of 1964.
- (6) Goble and Otterson Property, File No. 21296, for a change in location of two points of access 35 feet in width and unrestricted as to use on the westerly side of the Columbia River Highway near Columbia City in Columbia County. The Bureau of Public Roads has approved this Indenture subject to the provisions of Title VI of the Civil Rights Act of 1964.
- (7) Frison Property, File No. 17706, to remove the use restriction on one point of access 35 feet in width, located on the north side of the Pacific Highway West in Tigard, Washington County. Approval of the Bureau of Public Roads has been given subject to the inclusion of the appropriate clause of Title VI of the Civil Rights Act of 1964.

"Grants of Access" to three parcels of property were recommended by the Right of Way Engineer. The Commission approved access to the following properties:

- (1) Kowolowski Property, File No. 6120, for one point of access 17 feet wide and unrestricted as to use on the easterly side of The Dalles-California Highway within the City of Madras, Jefferson County.

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The Bureau of Public Roads has approved the grant with the provision that appropriate Civil Rights language be included as a condition of the Grant.

- (2) Eldon and Elizabeth Fisher Property, File No. 34145, for one point of access 35 feet in width and unrestricted as to use on the westerly side of the Elkton-Sutherlin Highway, approximately  $6\frac{1}{2}$  miles south of Elkton, in Douglas County. The owner is to pay the State \$150 for this access. Approval of the Bureau of Public Roads was received in their letter of November 19, 1965, with a provision that appropriate Civil Rights language be included as a condition of the Grant.
- (3) Paul and Estella Rice and Earl and Zela McKinney, File No. 25120, to lift the use restriction on one point of access 35 feet in width, and to grant an additional point of access 35 feet in width and unrestricted as to use  $2\frac{1}{2}$  miles south of Pendleton on the Pendleton-John Day Highway in Umatilla County. The lifting of the use restriction will require construction of acceleration and deceleration lanes and for the acquisition of any additional right of way that may be required. The Bureau of Public Roads has concurred provided that this arrangement be subject to the provisions of Title VI of the Civil Rights Act of 1964.

Relinquishment of Title to 8,750 square feet of land to the City of Portland in the vicinity of S. W. Kelly and S. W. Hamilton Streets on the Oswego Highway in Portland was presented by the Right of Way Engineer. The City wishes to use the parcel for a cul-de-sac at the end of Kelly Street. Construction of the cul-de-sac is to be worked out between the City and the adjacent property owners. He recommended the Relinquishment of Title contingent upon approval by the Bureau of Public Roads. The Commission accepted his recommendation.

A demolition contract for the removal of 16 houses, 2 garages, the filling of basements and rough grading on the East Fremont Interchange Section of the Pacific Highway in Multnomah County was brought up by the Right of Way Engineer. The demolition contract, he said, was necessary because the buildings could not be disposed of by public auction. Five bids were received, the low bidder being Don H. Pearson, Jr., at \$7,495. The Commission accepted his recommendation for approval of the low bid and authorized the Secretary to sign the contract in behalf of the Commission. The Bureau of Public Roads' approval was received in their letter of June 17, 1965.

Consideration was given to an agreement with Bonneville Power Administration pertaining to crossing of the Bonneville right of way by the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

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The Right of Way Engineer commented that the agreement allows the State to locate the highway across the Bonneville easement provided that the State pay for any necessary adjustments to the Bonneville transmission line. In this particular instance, no adjustment was necessary. Following his favorable recommendation, the Commission approved the agreement.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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. 2186 through 2205", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For additional information, see the Chief Counsel's letter dated January 24, 1966, entitled "Recommendations for Condemnation" in the Salem Office, General Files.)

A tabulation showing cases which have been tried in court since the last Commission meeting was presented by the Chief Counsel. He commented that appraised values amounted to approximately \$106,000. The owners demanded \$173,500 and the courts awarded \$132,000. 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-4425 Durnin L. Swingley, et al.	Douglas	Tiller Trail	Days Creek Bridge	\$ 200.00	\$ 5,200.00	\$ 3,000.00
L-4838 Frank Fagalde, et al.	Jackson	Crater Lake	Shady Cove Bridge	1,175.00	12,800.00	8,250.00
L-4931 Siletz Land & Dairy Co.	Lincoln	Siletz	Skunk Creek-Skalada Creek	25.00	None	25.00
L-4869 Joseph A. Bucher, et ux.	Multnomah	Columbia River	Ainsworth State Park	18,000.00	30,000.00	20,700.00

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#### (Report of Condemnation Cases Tried - Continued)

<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-4868 Ramona E. Hansen	Tillamook	Nehalem Bay State Park		\$ 3,125.00	\$ 5,000.00	\$ 4,875.00
L-4842 Merritt O. Newdall, et ux.	Tillamook	Nehalem Bay State Park		8,250.00	10,000.00	8,850.00
L-4828 Vernon L. Walker, et ux.	Tillamook	Nehalem Bay State Park		700.00	5,000.00	1,200.00
L-4817 Peter L. Lenz, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	58,000.00	80,000.00	66,500.00

(For additional details, see the Chief Counsel's letter dated January 18, 1966, entitled "Report of Cases Tried" in the Salem Office, General Files.)

In discussing the cases tried, the Chairman inquired as to the status of the DeLong case involving construction of piers for the bridge across the Columbia River at Astoria in Clatsop County. The Chief Counsel replied that he is awaiting a decision on a motion made for a change of venue.

The Chairman also inquired as to whether any ruling has been submitted by the Attorney General concerning the use of funds provided by the Federal Highway Beautification Act. The Chief Counsel stated that a ruling is expected in the very near future.

A tabulation showing proposed settlements of condemnation cases since the last Commission meeting was also presented by the Chief Counsel. He remarked that the settlements proposed do not represent substantial increases and are in order for Federal participation. The average of the settlements is approximately 11% above the offers. The Commission approved the settlements summarized as follows:

(Report of Condemnation Cases Settled on following page)

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REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4937 Theodore N. Bokides, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	\$ 237.50	\$ 550.00
(This settlement is an insubstantial increase in opinion of Adm. Rev. Bd.)					
L-4614 Charlotte Easterling, et al.	Polk	Willamina-Salem	Independence Junction-Bonneville Station	325.00	600.00
(A case cannot be tried over a difference in this amount.)					
L-4848 Louis W. Christen, et ux.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	1,000.00	1,500.00
(Previous appraisals were revised to date of taking. The area is one of rapidly increasing property values.)					
L-4916 William Heesacker, Jr., et ux.	Washington	Tualatin Valley	Forest Grove-Yamhill County Line	900.00	1,400.00
(The appraisal is for value of land taken only. The Adm. Rev. Bd. is convinced that a jury would allow some damages to the remaining property.)					
L-4675 Alexander Kline, et ux.	Josephine	Pacific	Douglas County Line-Coyote Creek	665.00	2,000.00
(Appraisal revised to \$1,850.)					
L-4831 Jerome S. Bischoff, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	24,350.00	)
L-4832 Ralph G. Coan, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	950.00	)
L-4833 Orville Lee Robinett, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	18,600.00	)
(FOR RECORD ONLY. These cases have been dismissed and are now re-filed under L-4954.)					

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(Report of Condemnation Cases Settled - Continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4867 Dorothy L. Wilson, et vir.	Tillamook	Nehalem Bay State Park		\$ 1,350.00	\$ 2,000.00
(Settlement is in line with jury verdict on another case in same area. The same jury would have heard both cases.)					
L-4826 Richard Sundeleaf, et al.	Multnomah	Oswego	Lowell Street-South City Limits (Portland)	23,750.00	23,750.00
L-4891 Barton E. Clemens, et al.	Jackson	Crater Lake	Biddle Road-Camp White	4,880.00	5,480.00

(For additional information, see the Chief Counsel's letter dated January 18, 1966, entitled "Report of Cases Settled" in the Salem Office, General Files.)

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

BURNSIDE-BIG CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

R-38061 - John R. Johnson, et ux. 3.75 acres for right of way purposes. Offer of \$8,900.00 approved by Mr. Simpson December 21, 1965.

R-38065 - Arne E. Bohm, et ux. 2.7 acres for right of way purposes. Offer of \$24,650.00 approved by Mr. Jackson December 16, 1965.

R-38068 - Loyd W. Stunkard, et ux. 7.0 acres for right of way purposes. Offer of \$13,650.00 approved by Mr. Simpson December 30, 1965.

R-38069 - A. C. Dale, et ux. 1.5 acres for right of way purposes. Offer of \$1,565.00 approved by Mr. Jackson January 12, 1966.

R-38070 - A. Ray Baker, et ux. 1.48 acres for right of way purposes. Offer of \$1,300.00 approved by Mr. Simpson December 21, 1965.

R-38307 - K. Walbom. 2.8 acres for right of way purposes. Offer of \$2,000.00 approved by Mr. Simpson January 5, 1966.

R-38310 - John R. Wall, et ux. 4.6 acres for right of way purposes. Offer of \$5,000.00 approved by Mr. Simpson January 18, 1966.

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BURNSIDE-BIG CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY-CONTINUED

R-38311 - Ernest W. Kaisalahti, et ux. 0.13 acre for right of way purposes. Offer of \$3,500.00 approved by Mr. Simpson January 4, 1966.

COYOTE CREEK-SEXTON MOUNTAIN SECTION OF THE PACIFIC HIGHWAY

R-37073 - Doris F. Tracy. 0.9 acre for right of way purposes. Offer of \$150.00 approved by Mr. Jackson December 17, 1965.

R-37074 - Phyllis Louhela. 0.2 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson December 17, 1965.

DELENA-RAINIER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37881 - Roger L. Sonneland, et ux. Parcel No. 1: 5.4 acres for right of way purposes; Parcel No. 2: 0.10 acre for right of way purposes. Offer of \$650.00 approved by Mr. Simpson December 17, 1965.

FLORAS CREEK UNIT OF THE OREGON COAST HIGHWAY

R-37225 - Lee L. Stonecypher, et ux. 0.3 acre for right of way purposes. Offer of \$800.00 approved by Mr. Jackson January 18, 1966.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-34749 - Fick Bros., Inc. 875 square feet for right of way purposes. Offer of \$36,600.00 approved by Mr. Jackson December 21, 1965.

GULLY ROUTE CONNECTION SECTION OF THE MT. HOOD HIGHWAY

R-37891 - Allen W. Kraxberger, et ux. 0.01 acre for right of way purposes. Offer of \$150.00 approved by Mr. Simpson December 6, 1965.

HAYESVILLE JUNCTION-WILSONVILLE JUNCTION SECTION OF THE PACIFIC HIGHWAY

R-37929 - Ludwig J. Hitz, et al. Parcel No. 1: 8.6 acres for right of way purposes; Parcel No. 2: 33.5 acres for wayside purposes; Parcel No. 3: 0.06 acre for right of way purposes. Offer of \$36,000.00 approved by Mr. Simpson January 18, 1966.

R-37930 - J. E. Langdon, et ux. Parcel No. 1: 0.09 acre for right of way purposes; Parcel No. 2: 19.6 acres for wayside purposes. Offer of \$36,575.00 approved by Mr. Jackson December 21, 1965.

R-37931 - Phillip E. Yergen. Parcel No. 1: 9.1 acres for right of way purposes; Parcel No. 2: 5.1 acres for wayside purposes. Offer of \$22,200.00 approved by Mr. Jackson January 12, 1966.

JANSON ROAD-IMBLER SECTION OF THE WALLOWA LAKE HIGHWAY

R-37946 - Otto E. Geddes, et ux. 0.12 acre for right of way purposes. Offer of \$165.00 approved by Mr. Fridley December 17, 1965.

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LINCOLN BEACH STATE WAYSIDE

R-37384 - Stanley Lowther. 0.17 acre for wayside purposes. Offer of \$6,000.00 approved by Mr. Jackson December 17, 1965.

MORROW COUNTY LINE-STANFIELD JUNCTION SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-37970 - Maude E. Wink. Parcel No. 1: 13.7 acres for right of way purposes; Parcel No. 2: 4.7 acres for right of way purposes. Offer of \$15,450.00 approved by Mr. Fridley December 21, 1965.

R-37976 - Clementine M. Richards. Parcel No. 1: 5.48 acres for right of way purposes; Parcel No. 2: 0.47 acre for permanent easement; Parcel No. 3: 450 square feet for permanent easement. Offer of \$3,280.00 approved by Mr. Fridley January 5, 1966.

R-37991 - George H. Barton, et ux. 3.92 acres for right of way purposes. Offer of \$450.00 approved by Mr. Fridley December 17, 1965.

R-38137 - Gilbert J. Newman, et ux. Parcel No. 1: 0.34 acre for right of way purposes; Parcel No. 2: 3.2 acres for right of way purposes. Offer of \$1,000.00 approved by Mr. Fridley January 5, 1966.

R-38345 - J. F. Riley, et ux. Parcel No. 1: 0.76 acre for right of way purposes; Parcel No. 2: 0.56 acre for right of way purposes; Parcel No. 3: 0.72 acre for temporary easement. Offer of \$1,070.00 approved by Mr. Fridley January 4, 1966.

PIONEER SUMMIT UNIT OF THE TOLEDO-EDDYVILLE SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-35022 - Robert C. Blower, et ux. 1.04 acres for right of way purposes. Offer of \$3,100.00 approved by Mr. Jackson December 23, 1965.

ROCKWOOD BEACH STATE WAYSIDE

R-37396 - Claude E. Hall, et ux. 11.0 acres for wayside purposes. Offer of \$22,000.00 approved by Mr. Jackson January 11, 1966.

The Chief Counsel commented briefly on orders received from the Public Utility Commissioner regarding crossing matters in which the State Highway Commission has been a party, summarized as follows:

PUX 567: Application of the Highway Commission to construct an overcrossing over the main line track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Eagle Creek Overcrossing project, near Mile Point 40 on the Columbia River Highway in Multnomah County. Construction of the overcrossing was authorized in an order issued November 10, 1965.

PUX 570: Application by the City of Pendleton to construct a grade crossing with Union Pacific Railroad Company tracks as a part of a city and state two-way couplet project on S. E. Frazer Avenue. Maintenance of the crossing is at railroad's expense.

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PUX 576: Application of Crown Zellerbach Corporation to construct a private road crossing with the Necanicum Highway in Clatsop County approximately 256 feet northeasterly from Mile Post 3. The applicant is to construct and maintain the crossing.

PUX 577: Application of Crown Zellerbach Corporation to construct a private road crossing with the Saddle Mountain State Park Road at Station 84+69.1 in Clatsop County. All construction and maintenance costs for the crossing are to be at the applicant's expense.

PUX 580: Application of the Highway Commission to alter an overcrossing over the tracks of the Siskiyou Main Line of the Southern Pacific Company, known as McVay Overcrossing Widening project, approximately seven miles southeasterly from Eugene in Lane County. Authority was previously granted to construct a new overcrossing. The new overcrossing structure was not built, the order for it was canceled and widening of the existing structure is authorized. All construction cost is to be borne by the State.

A quarterly report of property damage claims collected between September 30, and December 31, 1965, was presented by the Chief Counsel. During this time \$21,366.83 was collected and 15 claims were abandoned as collection is not feasible.

In addition to the property damage claims mentioned above, the Chief Counsel also commented that actions have been filed in court against Brabham Bros. Trucking Company, CAO-64-342, to recover damages to State-owned facilities in the amount of \$267.30 and against Harlan L. Johnson, CAO-63-174, for \$137.35. Settlement of a claim for \$322.20, CAO-65-231, was compromised for 50 percent of the amount of the claim. There were no witnesses and the owner claimed that a mechanical defect caused the accident. The Commission accepted the report and approved the abandonment of the 15 claims mentioned by the Chief Counsel.

Institution of legal proceedings in the case of Walter Kruse vs. Warren Northwest, Inc., L-4968, and Yvonne Joyce Lingel vs. Warren Northwest, Inc., et al., L-4969, was reported by the Chief Counsel. The Resident Engineer has been named as defendant. The insurance company will be obliged to defend. This case arose out of an accident which occurred December 28, 1963 at the Molalla River Bridge on the Pacific Highway East near Canby in Clackamas County.

He also commented on the case of Garrett Halton vs. Elmer Washington, L-4976. The plaintiff seeks to recover \$9,500 and an unspecified amount for special damages, because of an accident which occurred January 4, 1966, on the Harvard Avenue southbound exit ramp to Interstate 5 in Roseburg. The surety, which carries the equipment insurance, has appointed legal counsel to represent the State employee.

The results of audits made by the Bureau of Public Roads on right-of-way transactions from July 1, 1964 to June 30, 1965, were reported by the Chief Counsel. The summary of sustained citations showed approximately 0.2% of the total participating costs. Gross citations were approximately 1.9% of the participating costs. The letter accompanying the report stated that the Legal and Right of Way Department is to be commended for such a fine record.

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Extension of a lease agreement with Otha A. Jones for operation of the concession building at Rooster Rock State Park on the Columbia River Highway in Multnomah County was discussed. The Engineer commented that the existing lease with Mr. Jones expired December 31, 1965, and he has requested an extension through December 31, 1967 on the same terms as the original lease. Gross receipts for the 1965 season, April through September, were \$19,617.32 of which the State received \$2,235.59. The Engineer recommended that the lease be extended as requested and that the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

The Commission considered an agreement with Wallowa Lake Lodge, Inc., for the operation of a float and docking facilities at Wallowa Lake State Park during the year 1966. By previous agreements, these facilities were operated by Wallowa Lake Lodge from 1947 through 1965. The cash return to the State for 1965 was \$1,248.12. The Engineer recommended the agreement be approved and that the Secretary be authorized to sign it for the Commission. His recommendation was approved. Chairman Jackson inquired as to the status of improvements to the boat ramp at Wallowa Lake. The Engineer replied that plans have been prepared.

The Commission confirmed the Chairman's action of December 20, 1965, approving a list of projects under the Federal Highway Beautification Act. The Engineer commented that the sum of \$996,092 is available during the fiscal year 1966 without matching by the State. The following projects were approved:

#### HIGHWAY BEAUTIFICATION ACT PROJECTS

##### DIVISION I

Highway	M.P.	M.P.	Description	Costs		
				Acquisition	Development	Total
Wilson River	38.98		Located at Timber Jct. Area has woods and creek	5,600		5,600
Sunset	29.7		Located at Sunset Tunnel Wooded hill protecting tunnel	3,600		3,600
Sunset	62.46	68.27	Barnes Rd.-Cornelius Pass Rd. Roadside improvement		44,600	44,600
Cascade	0	0.44	Alberta-Airport Interchange. Upgrade & Install sprinkler system		41,700	41,700

(Division I Projects continued on following page)

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## (Division I Projects continued)

Highway	M.P.	M.P.	Description	Costs	
				Acquisition	Development Total
I 80 N	25.3	25.84	Rock escarpment south of railroad and west of Bridal Veil Falls	4,200	4,200
TOTALS				13,400	86,300 99,700

Estimate includes 5% for Acquisition and Preliminary Engineering.

DIVISION II

Highway	M.P.	M.P.	Description	Costs	
				Acquisition	Development Total
Salmon River	15.63	15.79	VanDuzer Corridor Wooded strip	113,700	113,700
Oregon Coast	125.19	126.4	Fogarty Cr.-Boiler Bay. Forest and Coastal cliffs south of park	52,500	52,500
I-5	36.16		South of Waconda Road Oak Grove	4,800	4,800
Pacific East	53.5	53.8	Twelfth St. Jct. Landscape area, irrigation system		21,000 21,000
Three Mile Lane	0	2.64	McMinnville Bypass Landscape		31,500 31,500
Corvallis-Newport	54	55.98	Corvallis. Landscape, Irrigation system		42,000 42,000
Oregon Coast	0		Astoria Bridge Section Landscape, Irrigation system		55,100 55,100
TOTALS				171,000	149,600 320,600

Estimate includes 5% for Acquisition and Preliminary Engineering

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DIVISION III

Highway	M.P.	M.P.	Description	Costs	
				Acquisition	Development Total
Umpqua	3.2	9.3	Intermittent sections Scenic strip - Umpqua River and woods	8,600	8,600
Umpqua	14.5	16.15	Roadside rest area - Scottsburg Scenic strip - Umpqua River and woods	2,300	2,300
Oregon Coast	180.1	181.3	Sea Lion Caves - Berry Cr. Oceanview & wooded strip	78,800	78,800
Oregon Coast	301.9	302.6	Port Orford-Hubbard Cr. Bluffs overlooking ocean and woods	52,500	52,500
Oregon Coast	319.02		Ophir Rest Area Modernize rest area		36,800 36,800
Oregon Coast	324.0	324.4	Otter Point Viewpoint, beach access, botanical area	157,500	157,500
Cape Arago	10.9	11.2	Sunset Bay. Ocean view and wooded area	26,500	26,500
Willamette	15.4	18.8	Lookout Point Reservoir Wooded strip and reservoir	25,800	25,800
Redwood	16.0	17.4	Hayes Hill - wooded strip	33,600	33,600
Redwood	34.3	36.0	Rough & Ready Cr.-O'Brien Cr. Wooded strip	52,500	52,500
Mapleton-Eugene	0.	26.0	Knowles Cr.-Poodle Cr. Wooded strip, river & creek	10,000	10,000
TOTALS				448,100	36,800 484,900

Estimate includes 5% for Acquisition and Preliminary Engineering

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DIVISION IV

Highway	M.P.	M.P.	Description	Costs	
				Acquisition	Development Total
Warm Springs	105.2	107.5	Deschutes River River, wooded, fishing area	26,500	26,500
TOTALS				26,500	26,500

Estimate includes 5% for Acquisition and Preliminary Engineering

DIVISION V

Highway	M.P.	M.P.	Description	Costs	
				Acquisition	Development Total
Central Oregon	229		Malheur River New rest area, Juniper grove	3,800	3,800
John Day	155.4		Holliday Rest Area Complete rest area		42,000 42,000
TOTALS				3,800	42,000 45,800

Estimate includes 5% for Acquisition and Preliminary Engineering

The Chairman inquired as to reaction by the Counties on the 60-40 split of recreational funds between the State and Counties respectively. The Engineer replied that some objections have been heard. The Chairman remarked that it should be pointed out to the Counties that the funds will go into County developments.

The Engineer reported that by the construction of three new bridges, three steel trusses have been, or are to be removed from the State Highway System. These trusses are too narrow to be used on State Highways and he recommended that they be sold to Counties which have expressed a desire to purchase them. The Commission approved the following sales:

- (1) A 140-foot steel through-truss from the old Grande Ronde River Bridge at M.P. 19.43 on the Wallowa Lake Highway near Elgin in Union County to Polk County for 5 cents per pound or a total of \$6,400. The County has posted an advance payment.
- (2) Two 100-foot steel pony trusses from the old Malheur River Bridge at M.P. 238.66 on the Central Oregon Highway in Malheur County to Malheur County at 5 cents per pound or a total of \$10,000.

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- (3) Two 70-foot steel trusses from the old bridge over the John Day River at M.P. 134.36 on the John Day Highway, approximately five miles east of Dayville, to Grant County at 5 cents per pound or a total of \$4,685.85.

A resolution was presented by the Engineer apportioning to cities 10% of the amount credited to the Highway fund during the last half of 1965. This apportionment, he said, is a routine matter to fulfill the law. The Commission thereupon adopted "City Allocations of State Gas Tax Funds Resolution No. 42", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A statement of dues for annual membership in the American Association of State Highway Officials in the amount of \$1,519.50 was presented by the Engineer. Following his favorable recommendation, the Commission approved payment of dues for the year 1966.

Requests for increases in project authorizations were presented by the Engineer and approved by the Commission as follows:

- (1) Contract No. 6674, on the Tygh Valley and Willowdale Sections of The Dalles-California Highway in Wasco and Jefferson Counties, for an increase of \$11,758.40 (8.7%). Increases in culvert work, equipment rental and labor were mentioned as principal items causing the increase.
- (2) Contract No. 6663, for improvement of Detroit Lake State Park on the North Santiam Highway in Marion County, for an increase of \$34,390.40 (15%). Major causes of the overrun were listed as unsuitable material for embankment construction which required the importing of other material, and the necessity of steepening the grade for the boat launching ramp.

Construction of a second bridge across the Snake River on the Ontario Spur of the Olds Ferry-Ontario Secondary Highway No. 455 in Malheur County was discussed. The Engineer stated that a survey has been completed for two additional traffic lanes on the Ontario Spur from its junction with I-80N to the Snake River. He recalled that this matter had been discussed by the Oregon Highway Commission with the Idaho Board of Highway Directors and that a suggestion had been made for a cooperative project for construction of the bridge in which the cost of the bridge would be shared equally by the State of Idaho and the State of Oregon. The cost of grading and paving in Oregon is estimated at \$200,000 and Oregon's share of the bridge at \$325,000, or a total cost to Oregon of \$525,000. He also commented that the project can be financed either with State construction money or with Federal-aid. The State of Idaho has indicated that it can finance its portion in the latter part of 1966. It was his recommendation that the project be approved and that he be authorized to prepare an agreement with the State of Idaho for the bridge construction. The Commission accepted his recommendation.

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A survey for improvement of 2.1 miles on the Sweet Home-Foster Section of the Santiam Highway in Linn County was considered but action was deferred. Later in the day it was again considered. The Engineer recalled that on December 16, 1965, a public hearing was held in Sweet Home and no objections were offered. He estimated cost of right of way and construction at \$875,000. Following his favorable recommendation, the Commission approved the survey and thereupon adopted "Survey Resolution No. 306", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer recommended that the Motor Vessel Kitsap used as a ferry between Astoria and Megler be sold. He explained that Coast Guard requirements to place the vessel in satisfactory condition will mean the expenditure of approximately \$140,000. As the Bridge across the Columbia at Astoria is expected to be open for traffic during the late summer of this year, he did not feel that repair of the vessel is justified. The Commission authorized the sale.

Contractor's requests for extensions of time to complete highway contracts were presented by the Engineer. He outlined the pertinent facts relating to each request and made his recommendation. After considering his recommendation and other available information, the Commission took action as follows:

- (1) J. N. Conley, Inc., Contract No. 6597, on the McEwen-Mason Dam Section of the Sumpter Valley Highway in Baker County, requested an extension of the completion date on the early unit from October 31 to November 30, 1965. The Commission approved an extension of the completion date on the early unit to November 12, 1965, without assessment of liquidated damages. The Bureau of Reclamation, who is financing this project, has approved the extension.
- (2) Slate-Hall, Contract No. 6360, on the Siskiyou Station-Siskiyou Summit Section of the Pacific Highway in Jackson County, requested an extension of time based on the overrun of several contract bid items amounting to about 30% of the original contract. The Commission approved an extension of time without assessment of liquidated damages to July 22, 1965, which was the date of completion of the contract. The Bureau of Public Roads has approved this extension.
- (3) Inland Construction Company, Contract No. 6600, on the Dallas-Falls City Road in Polk County, requested extension of the completion date from September 15 to November 15, 1965. The Commission approved an extension of time without assessment of liquidated damages to November 16, 1965.

- (4) Coos Bay Dredging Company, Contract No. 6426,, on the Buena Vista Wayside-Myers Creek Section of the Oregon Coast Highway in Curry County, requested that the completion date be extended from October 31, 1964, to August 20, 1965. The Commission approved an extension of time without assessment of liquidated damages for the time covered by a stop-work order between November 23, 1964, and May 24, 1965, and for the time covered by performance of Price Agreement work between May 28, 1965, and August 20, 1965. Approval of the Bureau of Public Roads has been received.
- (5) Frady and Nickoloff Construction Company, Contract No. 6701, on the Front Street grading and paving project in the City of Tillamook, Tillamook County, requested that the completion date be extended from October 31 to November 30, 1965. The Commission approved an extension of time to November 30, 1965, without assessment of liquidated damages.
- (6) Meisel Construction Company, Contract No. 6657, on the Fulton Canyon Section of the Fulton Canyon-Wasco Highway in Sherman County, requested an extension of the completion date from October 15 to November 15, 1965. The Commission approved an extension of the completion date to October 26, 1965, without assessment of liquidated damages. The Bureau of Public Roads has concurred in this extension.
- (7) McWaters Construction Company, Contract No. 6654, on the District 4A Guardrail Project on three state highways in Wasco, Hood River and Sherman Counties, requested that the completion date be extended from September 1 to November 6, 1965. The Commission approved an extension of the completion date to October 25, 1965, without assessment of liquidated damages. Approval of the Bureau of Public Roads has been received.
- (8) J. H. Pomeroy and Company, Inc., and Ben C. Gerwick, Inc., Contract No. 6246, on the Desdemona Sands Section of the Astoria Bridge across the Columbia River in Clatsop County, requested an extension of time to complete the contract. The project was completed September 15, 1965, entailing an overrun of 168 days. The Commission approved an extension of time for 163 days without assessment of liquidated damages.



- (9) Roseburg Paving Company, Contract No. 6668, on the Brown Bridge Section of FAS 800 in Douglas County, requested that the specified completion date be extended from October 15 to November 23, 1965. The Commission approved an extension of time to November 23, 1965, without assessment of liquidated damages. The Bureau of Public Roads has concurred in this extension.
- (10) Morse Brothers, Inc., Contract No. 6523, on the Market Drive-Sodaville Road Section of the Santiam Highway in Linn County, requested an extension of time from September 1 to October 27, 1965. The Commission approved an extension of time to October 31, 1965, without assessment of liquidated damages.
- (11) R. L. Coats, Contract No. 6551, on the North Unit Main Canal and C.O.I. Canal Bridges on FAS 923 in Deschutes County, requested that the completion date be extended from July 31, 1965, to November 14, 1965. The Commission approved the extension of time as requested without assessment of liquidated damages.
- (12) Clarence Braden Construction Company, Contract No. 6707, on the Prairie City-Unity Junction Section of the John Day Highway in Grant and Baker Counties, requested an extension of the completion date from December 31, 1965, to January 10, 1966. The Commission denied the request.
- (13) Hughes and Dodd Company, Contract No. 6593, on eight state highways in Jackson and Josephine Counties, requested that the completion date be extended from August 15 to August 30, 1965. The Commission approved an extension of time to August 28, 1965, the actual completion date, without assessment of liquidated damages.
- (14) Peter Kiewit Sons' Company, Contract No. 6354, requested an extension of time on Unit E of the West Marquam Interchange on the Pacific Highway in Multnomah County, to October 31, 1966. The Commission approved an extension of time without assessment of liquidated damages to October 25, 1965, which was the actual completion date. The Bureau of Public Roads has concurred in this extension.

The Engineer reported that Contract Nos. 6241, 6351, 6388, 6481, 6500, 6505, 6508, 6520, 6522, 6546, 6563, 6570, 6575, 6598, 6603, 6610, 6614, 6616, 6617, 6618, 6619, 6623, 6637, 6640, 6647, 6651, 6657, 6661, 6664, 6666, 6673, 6676, 6682, 6685, 6688, 6694, 6696, 6699, 6701, 6713 and 6720 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. 147", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Authority was requested by the Engineer to call for bids to continue the coverage provided by the existing Employees Faithful Performance Blanket Bond in the amount of \$50,000. The bond now in effect, he said, covers a three-year period ending March 14, 1966. The Commission authorized him to call for bids.

Construction of an interchange at the intersection of the Eugene-Springfield Highway and the Mohawk Road was discussed. This intersection, the Engineer commented, has been the scene of several accidents and many near accidents since the Eugene-Springfield Highway was opened to traffic. Traffic lights were installed as a temporary measure. Mohawk Road has now been widened to four-lanes southerly of the Eugene-Springfield Highway which has made the traffic problem more intolerable. He estimated cost of construction at \$800,000 and right of way at \$25,000 for a total estimated cost of \$825,000. The Commission accepted his recommendation for approval of the project and also authorized the purchase of necessary right of way immediately. Construction is to be undertaken as soon as funds are available.

The Commission also considered construction of a grade separation at the Biddle Road Intersection with the Crater Lake Highway in Jackson County, just north of the north city limits of Medford. When Interstate 5 was constructed, the Engineer said, a grade intersection was made at this location. Although the intersection is signalized, it has been plagued with serious traffic congestion and numerous accidents. A study has been conducted which indicates that the condition can be corrected only by construction of a grade separation. He estimated the cost of construction at \$630,000 and right of way at \$180,000 for a total of \$810,000 to be undertaken as soon as financing can be arranged. He recommended approval of the project and requested authority to purchase right of way immediately. The Commission accepted his recommendation. The Chairman commented that in his opinion the Bureau of Public Roads should be a party to this improvement, using Interstate funds, as the original intersection was inadequate. Mr. A. W. Parsons, Division Engineer of the Bureau of Public Roads, stated that Interstate money can not be used because of a ruling by the Comptroller.

Tabulations were presented by the Engineer covering Federal-aid Secondary projects in Baker, Clackamas, Harney and Union Counties. These projects have been investigated and are eligible for construction. Based on his favorable recommendation, the Commission approved the following projects and authorized the Secretary to sign routine construction agreements:

(Tabulation on following page)

County	FAS	Section & Description	Programmed Amount	FAS Funds
Baker	506	Powder River (McDougall Lane) Bridge	\$ 40,000	1966
Clackamas	809	Barton Bridge Section Structure & grading, 0.6 mile.	450,000	1966
Harney	458	Drewsey Spur Section. Surface & oil, 2.8 miles.	66,000	1966
Union	919	Lower Willow Creek Bridge	40,000	1966
Total.....			\$596,000	

SUMMARY BY FISCAL YEARS		1966	1967	Total
Allocated Funds		\$3,952,000	\$3,953,000	\$7,905,000
Approved Projects (Corrected to Date)		3,163,000	--	3,163,000
Unprogrammed Balance		\$ 789,000	\$3,953,000	\$4,742,000
Projects Proposed 1/25/66		596,000	--	596,000
Unprogrammed Balance		\$ 193,000	\$3,953,000	\$4,146,000

A tabulation showing Emergency Relief projects on the County Federal-aid Secondary System was brought up by the Engineer. The projects, he said, have been investigated and are eligible for reconstruction with Emergency Relief funds. He also commented that this is the last of the 1964-65 Flood Emergency Relief projects. The Commission approved the following projects and authorized the Secretary to sign routine agreements when they are prepared:

#### 1964-1965 FLOOD DAMAGE TO COUNTY FAS ROUTES

##### Sixth Submission

County	FAS	Section	20% State Funds	20% County Funds	60% Federal Funds	100% Total Funds
Crook	399	M.P. 7.10 - 13.1	\$1,740	\$1,740	\$ 5,220	\$ 8,700
	453	M.P. 62.13	140	140	420	700
	652	McKay Creek	2,788	2,788	8,068	13,644
		Total, Sixth Submission	\$4,668	\$4,668	\$13,708	\$23,044
			State 20%	County 20%	Federal 60%	Total
Totals of previous Submissions 1 to 6 with costs corrected to date for completed work plus estimates of uncompleted work			\$942,124	\$942,124	\$2,826,372	\$4,710,620
Totals, Six Submission			4,668	4,668	13,708	23,044
TOTALS.....			\$946,792	\$946,792	\$2,840,080	\$4,733,664

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A Forest Highway Program for Oregon utilizing 1967 fiscal year funds was considered. The Engineer commented that these projects have been agreed upon in conference with representatives of the Bureau of Public Roads and the U.S. Forest Service. He outlined the work to be accomplished. Mr. Norman Wood, representing the U.S. Forest Service, also commented on details of the program. Commissioner Fridley inquired as to the status of continued construction on the Mt. Hood Highway. The Engineer replied that a contract has been let by the Bureau of Public Roads near Bennett Pass and another project is in the planning stage, leaving about four miles to be done in this area.

In response to an inquiry by the Chairman as to the location of the Lake of the Woods-Dead Indian Section, Mr. Wood replied that three alternates are being considered and a survey is to be started this spring. The Commission approved the following Forest Highway Program:

#### OREGON

##### 1967 FISCAL YEAR FOREST HIGHWAY PROGRAM

1967 F.Y. Apportionment	\$4,422,350
Jan. 1966 Unprogramed balance	65,903
1/19/66 - Total available for programing	\$4,488,253

#### Revise previous programed projects:

Project No.	Name	Revised Program Amount
7-1(2)	Siuslaw Highway Increase \$780,000 programed by \$660,000	1,400,000
	Presently programed 4.0 miles:	
	Grade by borrow	1,025,000
	Grade by dredging 4.0 miles	925,000
	Design recommendation 5.25 miles:	
	By dredging	1,400,000*
	By borrow	1,500,000
	* Used in developing 1967 program	
48-1(2)	Klamath Lake-West Side Increase \$350,000 programed by \$100,000	450,000
56-1(1)	Neskowin-Tillamook Return \$200,000 previously transferred by PR-37 for construction overruns	1,000,000
Total required for previous programed projects		\$ 960,000
Funds available for programing new projects		\$3,528,000

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Recommended projects for F.Y. 1967:

<u>Route No.</u>	<u>Name</u>	<u>Type</u>	<u>Length</u>	<u>Amount</u>
33	Pendleton-John Day Paving of project 33-2(1)	Pave	3.8	\$ 200,000
46	Cascade Lakes Project 46-4(2) southerly	Gr. Base- BST	4.0	450,000
49	Mt. Hood Loop Warm Spgs. Junct. - Bennett Pass	Gr. Bs. Pave	5.0	1,200,000
53	Lake of the Woods Dead Indian Rd. Junction to Seldom Cr.	Gr.Bs. Pave	3.1	1,200,000
Total				\$3,050,000
Lump Sum Survey & Design				250,000
Total 1967 F.Y.				\$3,300,000
Unprogramed balance remaining for contingencies				\$ 228,000

The Engineer stated that an investigation had been made in response to a request for establishment of a speed zone on the Williams Highway in the community of Murphy in Jackson County. It was found that a reduced speed is warranted and he recommended that a 40 mile-per-hour zone be established on the Williams Highway between a point 0.12 mile north of New Hope Road and 0.10 mile south of South Side Road in the community of Murphy. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 499", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was called to a 45 mile-per-hour speed zone on a section of the Oregon Coast Highway, just south of Waldport in Lincoln County. The Engineer commented that because of roadside culture and the existence of Patterson State Park it would be advisable to extend the speed zone to the south. He recommended that "Speed Zone Resolution No. 444" dated March 12, 1964, be rescinded and that a 45 mile-per-hour zone be established from the south city limits of Waldport to a point 300 feet south of Patterson State Park Road. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 500", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

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A revision in the location of stop signs at the intersection of the Netarts Highway with Whiskey Creek Road west of the city of Tillamook, Tillamook County, was considered. The Engineer explained that recent pavement widening has made it desirable to permit a right-turn movement without stopping from the Whiskey Creek Road to the Netarts Highway. To accomplish this, he recommended that a portion of "Through Highways and Stop Signs Resolution No. 13" adopted September 21, 1949, be amended to provide the following exception:

Northbound traffic on Whiskey Creek Road (also known as Cape Lookout State Park Road and the old Netarts Road) shall be allowed to make the right turn onto the Netarts Highway without stopping.

The Commission approved his recommendation and thereupon adopted "Through Highways and Stop Signs Resolution No. 13-o", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Concerning the design for the Fremont Bridge across the Willamette River on the Stadium Freeway in Portland, the Engineer said that the Bureau of Public Roads has requested additional study to see if a more economical stiffened tied arch structure can be developed. The Engineer recalled that this matter had been presented to the Chairman on December 20, 1965, and his approval had been given. The Commission confirmed the Chairman's action for a further study by Parsons, Brinckerhoff, Quade and Douglas, at an estimated cost of \$18,000. The study is to be completed in about three months' time and has been approved by the Bureau of Public Roads as being eligible for Interstate Federal-aid participation.

The Chairman commented that the work requested by the Bureau of Public Roads on refinement of design has no relationship with work to be done later in the preparation of plans and specifications for construction of the Bridge. The Engineer replied that the statement is correct. He reviewed events and discussions with the City of Portland and Bureau of Public Roads officials in Washington resulting in tentative approval of the tied arch design. Mr. A. W. Parsons, Division Engineer for the Bureau of Public Roads, stated that the study by Parsons, Brinckerhoff, Quade and Douglas should provide figures showing a cost differential between the stiffened tied arch design and more conventional designs. The results will be considered by the Bureau of Public Roads and will probably form the basis of a decision.

The Chairman emphasized that selection of an engineering firm to prepare plans and specifications for the bridge construction is, in the final analysis, the responsibility of the Bureau of Public Roads. He pointed out that no firm could be hired that had not had prior approval by the Bureau of Public Roads as they are contributing 92% of the cost.

A report prepared by Parsons, Brinckerhoff, Quade and Douglas to review the plans and specifications for the Sunset Highway Tunnel under Vista Ridge in the City of Portland was presented by the Engineer. He recalled that at the request of the Bureau of Public Roads, the Commission

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on March 11, 1965, had approved an agreement covering this work. The work is complete and he recommended that the report be accepted and final payment in the amount of \$26,000 be authorized, subject to the necessary audits. The Commission accepted his recommendation.

Consideration was given to an agreement with the City of Lake Oswego to construct a left-turn refuge between McVey Avenue and the Oswego Highway within the city. The Engineer estimated the total cost of the project at \$1,600 and commented that the City has submitted a check in the amount of \$800 to cover its share of the cost. The State's share is to come out of Minor Betterment Funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered a throughway agreement with the City of Milwaukie pertaining to the Milwaukie Unit of the Pacific Highway East-Cascade Highway Section of the Clackamas Highway in Clackamas County. The agreement, among other things, provides for construction of the throughway, its interchanges and connections. It also provides for the relocation and reconstruction of various city streets. In commenting on this agreement, the Engineer remarked that the project is pending and is not scheduled for construction at this time. Also a companion agreement concerning this route is still to be executed with the Clackamas County Board of Commissioners. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

A throughway agreement with the City of Gladstone covering the Gladstone Unit of the Pacific Highway (I-5)-Washington State Line Section of the I-205 route was presented by the Engineer. The agreement, among other things, provides for construction of the throughway, its interchanges and connections. It also provides for relocation and reconstruction of various city streets. The Engineer commented that the agreement is based on a general route and is subject to further negotiation to be covered by a supplemental agreement or plan approval prior to construction. It was his recommendation that the agreement be approved and the Secretary be authorized to sign it for the Commission. The Commission accepted his recommendation.

Attention was given to a throughway agreement with Multnomah County pertaining to the I-205 route as it affects the County. The Engineer commented that as in other throughway agreements, this one provides for construction of a throughway, its interchanges and connections. It also provides for relocation and reconstruction of various road connections and frontage roads. The agreement is based on a general route and is subject to further negotiations to be covered by a supplemental agreement or plan approval prior to construction. He also observed that as of this date the City of Portland and Washington County have not executed agreements on the I-205 Route. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was given to a request from the City of Tillamook for the installation of a flashing beacon at the intersection of the Wilson River Highway (First Street) and the Oregon Coast Highway (Pacific Avenue).

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An investigation, the Engineer said, has disclosed that the installation is warranted and he recommended that the beacon be installed by the State with the City to pay one-half the cost of installation and provide all maintenance and electrical energy. The total cost of the project is estimated at \$300 and a check in the amount of \$150 has been received from the City. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission also considered an agreement with the City of Portland for installation of a school crossing signal at the intersection of N. E. Sandy Boulevard and N. E. 54th Avenue. The agreement also provides for installation of pretimed traffic signals at the intersections of N. W. Everett Street with N. W. First Avenue and N. W. Second Avenue. The State is to install the signals and the City is to pay one-half the cost of installation and all of the cost of maintenance and power needs. The Engineer estimated the total cost of the project at \$11,700, with the State's share of \$5,850 to be taken from Minor Betterment Funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

An agreement with the City of Albany for installation of a flashing beacon at the intersection of Ellsworth and Ninth Streets on the Albany-Corvallis Highway in Linn County was considered. The Engineer commented that a continuing program of traffic accident investigation indicates the need for a flashing beacon at this intersection. Total cost of the project is estimated at \$900 and he recommended that it be performed with the cost of installation to be shared equally by the City and the State. The City is to assume the entire cost of maintenance and pay for all electrical energy used. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the City of Portland and the General Sales Corporation covering the installation of a traffic signal at the intersection of S. E. 82nd Avenue (Cascade Highway) and S. E. Woodward Street in Portland was considered. Under terms of the agreement, the General Sales Corporation is to pay the entire cost of the signal. The City is to provide all maintenance and pay for all electrical energy required. Based upon the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was given to a cooperative construction agreement with the City of Klamath Falls on a section of Esplanade Avenue between Spring and Wall Streets on the Klamath Falls-Malin Highway Spur. The City, the Engineer said, has suggested a cooperative project for widening the one-block section from 40 to 62 feet. He estimated the total cost at \$25,000 and recommended that it be placed in the current State Construction Program with the work to be performed in the 1966 construction season. The City has submitted its check in the amount of \$6,250. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Engineer reported that agreements with Yamhill, Benton, Linn, Polk, Josephine, Douglas, Curry, Coos, Hood River, Gilliam, Wallowa and

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Clackamas Counties had been signed by the Counties relating to distribution of Federal-aid funds under the Land and Water Conservation Fund Act of 1965. He recommended that the agreements be approved and the Secretary authorized to sign them for the Commission. The Commission accepted his recommendation.

The Commission approved the minutes of the meeting held December 14, 1965.

The next regular Commission meeting date was confirmed for Tuesday, March 8, 1966, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for Tuesday, April 19, 1966.

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

- (1) Grading and structure on the Badger Creek-Chenoweth Creek Section of FAS 365 in Wasco County. Bids received December 10, 1965. Contract No. 6751 awarded December 16, 1965, to Hamilton Construction Company, Eugene, low bidder.
- (2) Intermittent grading and stone base on the Petersburg-Fairbanks Section of FAS 369 in Wasco County. Bids received on December 10, 1965. Contract No. 6752 awarded December 16, 1965, to Roy Norquist, Sweet Home, low bidder.
- (3) Structure and grading on the Delta Road-Belt Line Road Junction Section of FAS 862 and 860 in Lane County. Bids received December 10, 1965. Contract No. 6753 awarded December 23, 1965, to Ross Bros. Construction, Inc., Salem, low bidder.
- (4) Grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County. Bids received on December 10, 1965. Contract No. 6754 awarded January 7, 1966, to C. R. O'Neil, Creswell, low bidder.

Authority was requested by the Engineer to call for bids to handle by contract the opening of the drawbridge over the Umpqua River at Reedsport on the Oregon Coast Highway. He explained that the permit from the Army Engineers requires the bridge be opened on a whistle signal at any time during a 24-hour day. Records indicate that the structure is opened on an average between 20 and 25 times per month. However, because of the 24-hour requirement, it has been necessary to maintain a crew of 5 for this service at a cost of something above \$2,000 a month. The Commission granted authority to call for bids.

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A request from the City of Salem for consent to annexation to the City of a parcel of property between Sunnyview Road and Brenna Avenue along the Salem Bypass Section of the Pacific Highway in Salem was discussed. The Engineer stated that property owners have petitioned for the annexation and he recommended that the Commission give its consent. The Commission accepted his recommendation and authorized the Secretary to sign the consent form in their behalf.

Consideration was given to an agreement with Southern Pacific Company providing for installation of a six-inch water pipeline beneath their tracks north of the extension of the overnight camp facilities of the Valley of the Rogue State Park in Jackson County. The Engineer explained that it is necessary to cross the railroad with a water supply line to serve the camp extension. He estimated cost of the project at \$3,920 which is included in contract bid items. Approval of the agreement is required before the State's contractor may enter upon railroad property. The Commission accepted his recommendation for approval of the agreement.

A throughway agreement with the City of Pendleton pertaining to the Pendleton Section of the Old Oregon Trail in Umatilla County was presented by the Engineer. The agreement provides for construction of the throughway, its interchanges and connections and the relocation and reconstruction of several city streets. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with Union Pacific Railroad Company concerning construction on the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties. The Engineer explained that the agreement provides for construction of an access road, ditches and rock slope protection by the State's contractor. The railroad is to rearrange their facilities at an estimated cost of \$30,320. He recommended that the agreement be approved subject to approval by the Bureau of Public Roads. The Commission accepted his recommendation.

A supplemental agreement with Union Pacific Railroad concerning construction of the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County was also considered. The agreement provides for adjustment of water pipes owned by the Railroad at Wyeth, the construction of a haul road grade crossing and the installation of a culvert beneath the railroad. Estimated cost of this work is \$12,400 and the Engineer stated that it is not expected to cause an overrun of the original authorization. Based on his favorable recommendation, the Commission approved the agreement.

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

(List of papers on following page)

January 25, 1966



"Indenture of Access" to Nina Cahill and Claude Erman and Lucille Volz Property on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

"Indenture of Access" to Marie Wilcox Property on the Grass Valley-Kent Section of the Sherman Highway in Sherman County.

"Indenture of Access" to ARA Investment Company Property on the Tualatin River-Middleton Section of the Pacific Highway West in Washington County.

"Agreement" with Bonneville Power Administration covering the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

"Agreement" with Southern Pacific Company providing for installation of a 6-inch water pipeline beneath their tracks lying north of the extension of the overnight camp facilities of Valley of the Rogue State Park in Jackson County.

"Agreement" with Union Pacific Railroad Company for construction on the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

"Supplemental Agreement" with Union Pacific Railroad Company providing for the construction on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

"Bargain and Sale Deed" to Oregon Portland Cement Company for a parcel of land on the Weatherby-Lime Section of the Old Oregon Trail Highway.

"Bargain and Sale Deed" to George W. and Louise H. Weidlich for a parcel of land on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County.

"Deed" to Albert C. Workman for a parcel of land on the Canby-Aurora Section of the Pacific Highway East in Clackamas County.

"Release of Roadway Easements" to Coleman and Kerttu Campbell for a parcel of land on the Jump Off Joe Creek-Louse Creek Unit on the Jump Off Joe-Grants Pass Section in Josephine County.

"Letter" to relieve Barney and Helen Lucas from warranting title to a small area, 1115' by averaging 85' at the southerly boundary of the proposed park area on the Woodburn-Estacada Highway.

"Lease Extension" with Otha A. Jones covering operation of concession building at Rooster Rock State Park in Multnomah County.

"Agreement" with Wallowa Lake Lodge, Inc., permitting operation of a float and docking facilities at Wallowa Lake State Park for calendar year 1966.

"Agreement" with City of Lake Oswego concerning construction of a left-turn refuge channelization between McVey Avenue and the Oswego Highway in Clackamas County.

"Throughway Agreement" with City of Milwaukie pertaining to the Milwaukie Unit on the Pacific Highway East-Cascade Highway Section of the Clackamas Highway.

"Throughway Agreement" with City of Gladstone covering the Gladstone Unit on the Pacific Highway (I-5)-Washington State Line Section of I-205 Route.

"Throughway Agreement" with Multnomah County pertaining to I-205 as it affects the County.

"Agreement" with City of Tillamook for a flashing red beacon at the intersection of Pacific Avenue and First Street on the Oregon Coast and Wilson River Highways in Tillamook County.

"Agreement" with City of Portland covering the installation of a school crossing signal at the intersection of N. E. Sandy Boulevard and N. E. 54th Avenue and the installation of pretimed traffic signals at the intersections of N. W. Everett Street with N. W. First Avenue and N. W. Second Avenue.

"Agreement" with City of Albany for the installation of a flashing beacon at the intersection of Ellsworth and Ninth Streets on the Albany-Corvallis Highway in Linn County.

"Agreement" with City of Portland and General Sales Corporation covering the installation of a traffic signal at the intersection of S. E. 82nd Avenue (Cascade Highway) and S. E. Woodward in Portland, Multnomah County.

"Cooperative Construction Agreement" with Klamath Falls to widen to 62 feet a one-block section of Esplanade Avenue between Spring Street and Wall Street on the Klamath Falls-Malin Highway Spur in Klamath County.

"Agreements" with the following counties relating to distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965: Yamhill, Benton, Linn, Polk, Josephine, Douglas, Curry, Coos, Hood River, Gilliam, Wallowa and Clackamas.

"Consent to Annexation" to the City of Salem in the easterly part of Salem between Sunnyview Road and Brenna Avenue in Marion County.



"Throughway Agreement" with the City of Pendleton pertaining to the Pendleton Section of the Old Oregon Trail (I-80N).

"Demolition Contract" with Don H. Pearson, Jr., on the East Fremont Interchange Section of the Pacific Highway in Multnomah County.

There being no other business to consider, the meeting was adjourned by the Chairman at 10:35 a.m.

Forrest Cooper  
State Highway Engineer

Glenn L. Jackson  
Chairman

K. N. Fridley  
Commissioner

Floyd Query  
Secretary

Commissioner Simpson absent  
Commissioner

January 25, 1966

Salem, Oregon  
March 8, 1966

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  
Tom Edwards, Assistant State Highway Engineer  
Fred B. Klaboe, Assistant State Highway Engineer  
Lloyd P. Shaw, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
George E. Rohde, Chief Counsel  
Frank C. McKinney, Assistant Counsel  
David H. Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were A. W. Parsons, Division Engineer, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; Ralph Sipprell, Liaison Engineer; John Earley, Information Officer; Harrison Brown, Assistant Information Officer; and John Oakes, Assistant Right of Way Engineer.

The Right of Way Engineer presented for consideration options, pages 1 through 55, secured for acquisition of real property needed for state highway use or for other purposes. The amounts offered, he said, are based upon careful appraisal and are in proper order for Federal-aid. 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. 31," 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 of buildings was presented by the Right of Way Engineer. For the period from January 18, 1966, to February 28, 1966 miscellaneous sales amounted to \$8,605; land sales \$15,960; timber sales \$2,444.60; and rental receipts were \$21,402. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale a number of properties no longer needed for highway purposes. He pointed out that the proposed minimum prices are based upon appraised values or on offers in excess of appraisals. Access provisions and other conditions of sale are consistent with those available to other properties

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in the vicinity. The Commission authorized sale of the following properties and thereupon adopted "Real Property Resolution Nos. 457 through 461," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 1,763 square feet of land, File Nos. 28314, 30168, 28246, 30224, 28245 and 28247. This property is located south of Hancock Street and east of the Pacific Highway in Portland, Multnomah County. The sale price is to be not less than \$1,750 subject to Appendix C., Title VI of the Civil Rights Act of 1964 and the standard sign restriction clause. No access is to be permitted to the Pacific Highway. Approval of the sale was given by the Bureau of Public Roads in their letter of February 2, 1966. (See "Real Property Resolution No. 457".)
- (2) 1,650 square feet of land, File Nos. 28261 and 28263, on the easterly side of North Gantenbein Avenue between North Tillamook and North Hancock Streets on the Pacific Highway in the City of Portland, Multnomah County, for not less than \$660. No access is to be allowed to the Pacific Highway and the sale is subject to a standard sign restriction clause. Approval of the Bureau of Public Roads was given under the conditions stated in their letter of February 16, 1966.
- (3) 8,568 square feet of land, File No. 28343, east of North Flint Avenue and west of the southbound off-ramp to North Broadway Street on the East Bank Freeway Section of the Pacific Highway in Portland, Multnomah County, for not less than \$8,500. The sale is to be subject to the standard sign restriction clause and no access is to be permitted to the highway or to the ramp. Approval of the Bureau of Public Roads is not required as all of the property lies outside the right of way line. (See "Real Property Resolution No. 458".)
- (4) 8 acres, File No. 20871, being a borrow pit located north of Eugene between Dove Lane and Pattison Street and west of the Junction City-Eugene Section of the old Pacific Highway in Lane County, for not less than \$13,280. No restrictions are to be imposed. Approval of the Bureau of Public Roads is not required as the property lies outside of the normal right of way line. (See "Real Property Resolution No. 459".)
- (5) 1.03 acres, File No. 20476, on the west side of the Territorial Highway approximately 3 miles south of the community of Crow, Lane County, for not less than

\$1,000. The sale is to be subject to the standard sign restriction clause. No Federal funds were involved in this property. (See "Real Property Resolution No. 460".)

- (6) 3.35 acres, File No. 20500, approximately 0.3 mile north of the Creswell Interchange on the Pacific Highway in Lane County, for not less than \$3,350. No access is to be permitted to the Pacific Highway and the sale is subject to the standard sign restriction clause. Approval of the Bureau of Public Roads is not required as the property lies outside the access control line. (See "Real Property Resolution No. 461".)
- (7) 1.6 acre, File No. 17823, on the easterly side of the Pacific Highway between Winchester and Garden Valley Road in Douglas County, 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. Approval of the Bureau of Public Roads was given in their letter of January 24, 1966.

Direct sale of two parcels of property was recommended by the Right of Way Engineer. Both of these parcels, he said, are no longer required for highway purposes and because of peculiarities in location, sale is feasible only to the adjacent owner. The Commission approved direct sale of the following properties:

- (1) 1,585 square feet of land, File No. 32026, adjacent to the southbound on-ramp from North Lombard Street to the Minnesota Freeway Section of the Pacific Highway, Portland, Multnomah County, to the adjacent owner, Mr. Don Kopczak, for the sum of \$175. No access is to be allowed to the highway. The sale is subject to a sign restriction clause, and subject also to the conditions of the Civil Rights Act of 1964. Approval of the Bureau of Public Roads was given on February 2, 1966.
- (2) 2,179 square feet of land, File No. 32025, adjacent to the southbound on-ramp from North Lombard Street and also adjoining Buffalo Street on the Pacific Highway in Portland, Multnomah County, to the adjoining owner, Mr. F. L. Perry, for the sum of \$240. No access is to be allowed to the highway. The property is to be sold to within one foot of the right of way fence. The sale is also subject to the Civil Rights Act of 1964. Approval of the Bureau of Public Roads was given February 2, 1966.

The Commission considered an Indenture of Access, Entry Permit and Release of Damages pertaining to the Kaufman property at Engineer's Station 159+00 on the Blue River-Mill Creek Section of the McKenzie Highway in Lane County. The Right of Way Engineer explained that in the original settlement an access had been reserved at Station 165+42 to be constructed by the Bureau of Public Roads' contractor. Later it was determined that the approach could not be built at this location and to construct it at Station 159+00 will require approximately 0.25 acre of the Kaufman's property. It is proposed to pay damages to the Kaufmans in the sum of \$1,200 for this property and for their release of any further claims. Following his favorable recommendation, the Commission approved the access entry, permit and release of damages form.

Consideration was given to a Grant of Access to Mr. and Mrs. G. I. Botkin, File No. 36418, approximately 6½ miles southwest of Philomath on the Alsea Highway in Benton County. The Right of Way Engineer explained that there is no public road affording access to property containing timber which the Bureau of Land Management wishes to sell. The Grant of Access to the Botkin property will provide an outlet for the timber. The grant involves one point of access, 35 feet in width, and unrestricted as to use. Following his favorable recommendation, the Commission approved the access.

A Relinquishment of Title to Multnomah County on several parcels of land involving the Sylvan Interchange Frontage Roads on the Sunset Highway was discussed. The Right of Way Engineer commented that in an agreement dated March 30, 1959, the County had agreed to assume maintenance of S. W. Canyon Court and certain other roadways and off-ramps but no mention was made of relinquishment of title to the County. The County has now requested that title to these properties be transferred to them for public street purposes. The Commission accepted his recommendation for approval.

Consideration was given to Relinquishment of Title to the City of Redmond on a parcel of excess property containing 19,350 square feet located about 1.5 miles southwest of Redmond on The Dalles-California Highway in Deschutes County. It is proposed to relinquish the land at no cost to the City for public street purposes in conjunction with a parcel of land that the City had previously acquired. Based on his favorable recommendation, the Commission approved the Relinquishment of Title.

The Commission considered a Quitclaim Deed to Theodore and Marguerite Wilkins, File No. 25338, for the State's interest in a parcel of 0.08 acre adjacent to the Tualatin Valley Highway near Hillsboro in Washington County. The Right of Way Engineer explained that the State had acquired a one half interest in a small parcel which at one time was owned by Southern Pacific Railroad Company on the basis of a deed containing a reversion clause if the Railroad did not use the parcel as a flag station. The parcel was not used as a flag station and it reverted to private ownership. To clear the State's title, a quitclaim deed was secured from Southern Pacific Company who inadvertently gave the State a deed to the entire parcel encumbered by the reversion. To clear the record he recommended that a quitclaim deed be issued to the present owners on the remaining portion of the property. The Commission accepted his recommendation.

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Conveyance of a small parcel of land to the City of Portland between S. W. Carolina Street and S. W. Dakota Street on S. W. Beaver Street adjoining the Oswego Highway in Portland, Multnomah County, was presented by the Right of Way Engineer. When the parcel was acquired in 1941, permission was granted for construction of railroad spur tracks across the property. The City wishes to use the land for a public street and he recommended that it be conveyed to them without consideration. The Commission approved the recommendation.

A ten-year extension on a land lease covering 3,719 square feet of land adjacent to 47th Avenue on the southerly side of the Columbia River Highway (Banfield Freeway) in Portland, Multnomah County (File No. 14890) was presented by the Right of Way Engineer. The parcel being considered, he said, is used as a part of the parking lot for a doctor's clinic and the existing ten-year lease at \$125 per year will soon expire. The proposed lease provides for payment of \$200 per year and contains a six-months' cancellation clause. Following his favorable recommendation, the Commission approved the extension of the lease and authorized the Secretary to sign it in their behalf.

An agreement was considered with Bonneville Power Administration concerning the location of their transmission line across the Coos Bay-Roseburg Highway. The Right of Way Engineer explained that Federal law will not permit the sale of transmission line right of way and the agreement is necessary in order to locate the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County. The agreement also provides that the State pay for adjustments in the Bonneville line, however, he said no adjustments in this instance are necessary. The Commission accepted his recommendation for approval of the agreement.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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. 2206 through 2224," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For additional information, see the Chief Counsel's letter dated March 4, 1966, entitled "Recommendations for Condemnation" in the Salem Office General Files.)

A tabulation was presented by the Chief Counsel showing cases which have been tried in court since the last Commission meeting. He commented that the verdicts had run on an average of about 35 percent above the offers and about 35 percent under the defendant's demands. The Commission approved the "Report of Cases" which is summarized as follows:

(Report of Condemnation Cases Tried on following page)

March 8, 1966

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-4732 Clyde Crissman, et al.	Douglas	Pacific	Canyonville- Josephine County Line	\$ 4,500.00	\$15,000.00	\$ 7,500.00
L-4741 Pirley Winkleman, et ux.	Douglas	Pacific	Canyonville- Josephine County Line	15,000.00	34,000.00	20,000.00
L-4815 Clifford H. Raisch, et al.	Lane	McKenzie	28th Street Connection (Springfield)	1,850.00	4,500.00	2,650.00
L-4254 Raymond N.B. Converse, et al.	Multnomah	Pacific	East Bank Freeway	20,500.00	30,000.00	30,240.00
L-4912 Olsen Roe Transfer Co.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	7,200.00	8,750.00	9,740.00
L-4913 Portland General Electric Co., et al.	Multnomah	Sunset	Highlands Inter- change-Stadium Freeway	500.00	2,500.00	1,000.00
L-4745 Triway Investment Co., et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	5,500.00	6,500.00	5,750.00
L-4858 Duane Gibson, et al.	Polk	Salem- Dayton	Orchard Heights Road-Edgewater Street	2,720.00	10,000.00	4,000.00
L-4638 Frank Chasteen, et al.	Polk	Willamina- Salem	Independence Junction- Bonneville Station	3,000.00	6,000.00	2,500.00

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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-4616 Pacific Concrete Company	State of Oregon	Marion	Additional compen- sation under Contract No. 6250. Quinton Overcrossing	\$ 226.91	Involuntary Nonsuit
L-4620 Pacific Concrete Company	State of Oregon	Marion	Additional compen- sation under Contract No. 5990. Hood River-Union Pacific Railroad Overcrossing	1,405.39	Involuntary Nonsuit
L-4587 Kuckenberg Construction Company	State of Oregon	Marion	Contractor's claim for additional compensation on highway construction Contract No. 5871.	26,524.00	\$ 6,544.56
L-3863 Miller & Hutchins Contractors, Inc.	State of Oregon	Marion	Breach of Contract No. 5541.	163,381.82	67,500.00

(For additional details, see the Chief Counsel's letter dated March 3, 1966, entitled "Report of Cases Tried" in the Salem Office General Files.)

A tabulation was also presented by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting. The total of the proposed settlements, he said, is approximately 7 percent above the appraised values and the settlements are in order for Federal participation. 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-4970 John R. Johnson, et ux.	Clatsop	Columbia River	Burnside- Big Creek	\$ 8,900.00	\$ 8,900.00

(Owner to retain house at salvage value of \$200.00.)

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## (Report of Condemnation Cases Settled - Continued)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-4851 The Douglas Forest Protective Association	Douglas	Pacific	Canyonville-Josephine County Line	\$30,000.00	\$36,500.00
(High appraisal by State was \$31,600. State Forestry Department appraised at \$42,900.)					
L-4754 Hans W. Klopfer, et ux.	Lane	McKenzie	Mill Creek-Belknap Springs	3,025.00	3,500.00
L-4814 R. L. Roberts, et ux.	Lane	McKenzie	Mill Creek-Belknap Springs	725.00	1,000.00
L-4940 Orin Hopkins, et al.	Malheur	Old Oregon Trail	Oxman-Benson Creek	2,200.00	2,100.00
(As part of consideration State to deed to owner 3 acres of excess land appraised at \$2,250. The saving in the smaller sized concrete box underpass covers the value of excess land being conveyed.)					
L-4947 William B. Buck, et al.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	48,525.00	52,250.00
L-4806 Cleveland C. Cory, et ux.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	2,100.00	2,300.00
(Determined by Engineer that only 50 feet of Roxbury Road need be controlled. Review appraiser considered taking value at \$2,500 on basis of lesser control of access.)					
R-37973 Lucky Sign Co., (Evelyn R. Wood)	Umatilla	Old Oregon Trail	Morrow County Line-Bucks Corner		35.00
(Cost of removal of a sign located on property under a lease with the owner, but not covered in the option to acquire right of way.)					

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## (Report of Condemnation Cases Settled - Continued)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
R-25803 George R. Scott	Linn	Pacific	North Albany		\$ 330.00
(For contamination of well by drainage ditch. Full release given State.)					
L-4849 Gordon M. Bouck and Lakeside Development Company	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	\$12,250.00	17,700.00
L-4850 A. E. Church and Lakeside Development Company	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	29,950.00	34,800.00
					52,500.00
(Package settlement. Each settlement is contingent upon the other. Fee appraisals secured subsequent to original offer and filing of complaint accounts for Review Appraisal excess over offer. Settlement at \$52,500 with Review at \$50,500 is considered by Adm. Rev. Bd. as insubstantial increase over Review Appraisal and is recommended by the Board.)					
R-37384 Stanley Lowther, et al.	Lincoln	Oregon Coast	Lincoln Beach State Wayside	6,000.00	6,500.00
(Recommended by Adm. Rev. Bd.)					
L-4939 Theodore N. Bokides, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	830.00	10,000.00
(Settled per option dated January 24, 1966.)					

REPORT OF OTHER CASES SETTLED

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Settlement</u>
L-4581 State of Oregon	Albert King, et ux.	Jackson	Specific Performance suit		\$4,500.00
(State appraisal \$3,250 to provide 8 acres to control slide area.)					

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## (Report of Other Cases Settled - Continued)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Settlement
L-4746 R. O. Scharen	Marvin L. Mross	Lane	Damage to plaintiff's vehicle alleged to have arisen out of negligent operation of State truck driven by State employee	\$381.90 plus \$500.00 attorney fees	\$ 381.90

(Claim was settled prior to trial by State's insurance carrier.)

(For additional information, see the Chief Counsel's letter dated March 3, 1966, and his letter of March 7, 1966, concerning Cases Settled in the Salem Office General Files.)

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

BALDOCK STATE WAYSIDE

R-37932 - James E. Langdon, Jr., et ux. 15.6 acres for wayside purposes. Offer of \$15,600.00 approved by Mr. Simpson January 19, 1966.

BROGAN HILL SECTION OF THE JOHN DAY HIGHWAY

R-38182 - Rosina Bronson. 4.4 acres for right of way purposes. Offer of \$90.00 approved by Mr. Fridley February 10, 1966.

BURNSIDE-BIG CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

R-38067 - Torbjorg Nergaard, et ux. 4.25 acres for right of way purposes. Offer of \$3,200.00 approved by Mr. Simpson February 18, 1966.

R-38291 - Roy A. Nadon, et ux. 0.7 acre for right of way purposes. Offer of \$460.00 approved by Mr. Simpson January 11, 1966.

R-38304 - Ansel R. Maki, et ux. Parcel No. 1: 0.3 acre for right of way purposes; Parcel No. 2: 0.25 acre for right of way purposes. Offer of \$2,600.00 approved by Mr. Simpson February 16, 1966.

BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37532 - Beth H. Andrews. Parcel No. 1: 10 square feet for right of way purposes; Parcel No. 2: 100 square feet for permanent easement; Parcel No. 3: 350 square feet for temporary easement. Offer of \$50.00 approved by Mr. Simpson February 10, 1966.

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BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY - CONT.

R-37549 - Albert R. Kowalski, et ux. 2.0 acres for right of way purposes. Offer of \$13,075.00 approved by Mr. Simpson February 8, 1966.

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

R-38234 - Fotes Tsobanoglou and Marika Choban. 0.02 acre for right of way purposes. Offer of \$350.00 approved by Mr. Simpson February 10, 1966.

R-37238 - George Choban. Parcel No. 1: 0.78 acre for right of way purposes; Parcel No. 2: 0.08 acre for permanent easement; Parcel No. 3: 0.04 acre for permanent easement. Offer of \$11,600.00 approved by Mr. Simpson February 8, 1966.

R-38242 - Richard W. Girt, et ux. 0.79 acre for right of way purposes. Offer of \$30,650.00 approved by Mr. Simpson February 10, 1966.

R-38243 - Edwin M. Holmes, et ux. 0.41 acre for right of way purposes. Offer of \$18,100.00 approved by Mr. Simpson February 11, 1966.

R-38244 - Robert L. Stanley, et ux. 0.51 acre for right of way purposes. Offer of \$17,000.00 approved by Mr. Simpson February 10, 1966.

R-38246 - Budd H. Ross. 2.02 acres for right of way purposes. Offer of \$47,550.00 approved by Mr. Simpson February 10, 1966.

R-38248 - Rose Biggi. 0.38 acre for right of way purposes. Offer of \$22,500.00 approved by Mr. Simpson January 27, 1966.

DELENA-RAINIER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37872 - James C. Gooden, et ux. 0.37 acre for right of way purposes. Offer of \$6,075.00 approved by Mr. Simpson February 10, 1966.

FOREST GROVE-YAMHILL RIVER SECTION OF THE TUALATIN VALLEY HIGHWAY

R-36887 - Hilda Herr, et al. 0.32 acre for right of way purposes. Offer of \$22,500.00 approved by Mr. Simpson February 10, 1966.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-36116 - Robert R. Bailey, et al. 3,600 square feet for right of way purposes. Offer of \$10,850.00 approved by Mr. Jackson February 11, 1966.

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

R-35968 - D. W. Lavin, et ux. Parcel No. 1: 785 square feet for right of way purposes; Parcel No. 2: 373.5 square feet for permanent easement. Offer of \$400.00 approved by Mr. Fridley February 8, 1966.

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LOWELL STREET-SOUTH CITY LIMITS (PORTLAND) SECTION OF THE OSWEGO HIGHWAY

R-35867 - The Irwin-Hodson Company. Parcel No. 1: 52,100 square feet for right of way purposes; Parcel No. 2: 13,500 square feet for right of way purposes; Parcel No. 3: 1,254 square feet for right of way purposes. Offer of \$126,150.00 approved by Mr. Jackson February 8, 1966.

McVAY RAILROAD OVERCROSSING SECTION OF THE McVAY HIGHWAY

R-37310 - Joe C. Jones, et ux. 0.14 acre for right of way purposes. Offer of \$800.00 approved by Mr. Jackson February 10, 1966.

MORROW COUNTY LINE-STANFIELD JUNCTION SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-37974 - A. E. Pieper, et al. Parcel No. 1: 5.78 acres for right of way purposes; Parcel No. 2: 0.47 acre for permanent easement. Offer of \$3,100.00 approved by Mr. Fridley February 8, 1966.

R-37975 - Rose Mueller. Parcel No. 1: 5.69 acres for right of way purposes; Parcel No. 2: 0.48 acre for permanent easement. Offer of \$3,700.00 approved by Mr. Fridley February 24, 1966.

R-38128 - Fred Andrews, Jr. and Joe Andrews. Parcel No. 1: 17.0 acres for right of way purposes; Parcel No. 2: 0.46 acre for permanent easement. Offer of \$6,000.00 approved by Mr. Fridley February 8, 1966.

R-38129 - Thelma M. Temple. Parcel No. 1: 13.0 acres for right of way purposes; Parcel No. 2: 9.9 acres for right of way purposes. Offer of \$9,000.00 approved by Mr. Fridley February 25, 1966.

MT. ANGEL-SILVERTON SECTION OF THE HILLSBORO-SILVERTON HIGHWAY

R-37780 - Frank Amgarten, et ux. 1,300 square feet for right of way purposes. Offer of \$2,300.00 approved by Mr. Jackson February 10, 1966.

NUTTERS CURVE SECTION OF THE OREGON COAST HIGHWAY

R-38692 - Henry A. Schroeder & Sons, Inc. 0.23 acre for right of way purposes. Offer of \$205.00 approved by Mr. Jackson January 18, 1966.

NYBERG ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-32697 - Clayton John Nyberg. Parcel No. 1: 1.15 acres for right of way purposes; Parcel No. 2: 1.74 acres for right of way purposes; Parcel No. 3: 0.32 acre for right of way purposes; Parcel No. 4: 1.64 acres for right of way purposes; Parcel No. 5: 0.08 acre for right of way purposes. Offer of \$16,005.00 approved by Mr. Simpson February 7, 1966.

PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY

R-38316 - Albin Hamlin. 15,800 square feet for right of way purposes. Offer of \$14,690.00 approved by Mr. Simpson February 10, 1966.

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STAFFORD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-37582 - Edwin C. Ridder. Parcel No. 1: 0.1 acre for right of way purposes; Parcel No. 2: 0.3 acre for right of way purposes. Offer of \$4,910.00 approved by Mr. Simpson January 19, 1966.

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

R-37284 - Oscar H. Clark, et ux. 1.7 acres for right of way purposes. Offer of \$26,550.00 approved by Mr. Simpson January 10, 1966.

R-37285 - Sam R. Jost, et ux. Parcel No. 1: 2.8 acres for right of way purposes; Parcel No. 2: 0.11 acre for right of way purposes. Offer of \$25,850.00 approved by Mr. Simpson February 10, 1966.

R-37286 - John J. Gould, et ux. 3.7 acres for right of way purposes. Offer of \$9,500.00 approved by Mr. Simpson February 21, 1966.

R-37289 - Sam Armenta, et ux. Parcel No. 1: 2.19 acres for right of way purposes; Parcel No. 2: 0.16 acre for right of way purposes. Offer of \$6,150.00 approved by Mr. Simpson February 28, 1966.

A report was made by the Chief Counsel on legal proceedings commenced since the last Commission and steps are being taken to see that appropriate legal action is taken in each case. The Commission accepted the report summarized as follows:

- (1) Warren Northwest, Inc., vs. State Highway Commission for an alleged breach of contract arising out of rejection of claims presented by the plaintiff for additional payment for work under Contract No. 6247 on the Pacific Highway in Douglas County. They seek to collect \$450,000 plus \$19,740.
- (2) Geneieve Potterf vs. Robert Pierce, Oscar Obermand (highway employee) and Wesley Larson (highway employee). Plaintiff alleges that the Highway employees were negligent in operating a traffic control signal on Bullard Bridge, north of Bandon, causing a rear-end accident. The plaintiff seeks to recover \$50,000 plus costs.
- (3) Ethel Parsons vs. State Parks Department, et al. Plaintiff seeks to recover \$25,000 general damages plus \$750 special damages and costs, for bodily injuries allegedly sustained in a fall at Fort Stevens State Park.
- (4) Clara B. Owen vs. Riverside Construction Company, Inc., et al. Plaintiff seeks to recover \$20,000 general damages, \$600 special damages, and costs for injuries allegedly sustained in an automobile

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accident on the Oswego Highway. The City of Portland contractors were working on a sewer installation on an approach road from the City's property to the highway under permits issued by the Highway Department. Under the permit terms, the City agreed to provide insurance to protect the State, the Commission and its employees.

An inquiry was made by Commissioner Simpson concerning condemnation actions in Lincoln County, particularly in Lincoln City. The Chief Counsel explained that negotiations will be undertaken and that only as a last resort will condemnation be used. He also pointed out that authority to condemn is requested on a large number of properties which are eventually settled by negotiation. The request for condemnation is made to prevent delay in highway construction in the event that negotiations are unsuccessful.

Extension of a lease with Kyle and Elizabeth Smith for operation of a sales concession at Vista House in Crown Point State Park in Multnomah County was considered. The Engineer commented that the existing lease provides for extension if both parties are mutually agreed. The Smiths have operated the concession in a satisfactory manner and wish to renew the lease for two years from April 1, 1966, through March 31, 1968. Income to the State for 1965 for this concession was \$4,914.20. The Commission accepted the Engineer's recommendation for extension and authorized the Secretary to sign the lease extension in their behalf.

The Commission also considered an extension of an agreement with Lincoln City permitting discharge of sewage from Devils Lake State Park into the City's sewage disposal plant. The Engineer recalled that at the City's request this agreement has been renewed annually since 1958. Cost to the State in 1965 was \$703.03. He recommended that the agreement be extended for one year to December 31, 1966. The Commission approved the extension and authorized the Secretary to sign the extension agreement for them.

Consideration was given to a method of procedure and a form of agreement with Counties for matching grants from the State Highway Fund to local governmental units in the development or construction of marine parks and facilities. The Engineer commented that the agreement form is designed to place the administration of the marine park program as close to local governmental units as possible. The Counties are to assume responsibility for contacting and advising units of local government and to consider requests for grants in aid submitted by local units, and also to establish a priority for projects. Requests for projects are to be processed by the County and submitted to the State. Funds as allocated for projects are to be distributed by the County to the applicants. For the 1965-67 biennium, \$300,000 is available as matching funds for purposes outlined in the agreement. Of this amount, 25% is to be apportioned equally among the Counties and 75% is to be apportioned on the basis of need as determined from a recently completed study made by the State Marine Board. The Engineer presented a summary of the amounts apportioned to the various Counties and

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recommended approval of the form of agreement. He also recommended that he be authorized to approve the agreements when executed by the Counties and that the Secretary be authorized to sign the agreements in behalf of the Commission. The Commission accepted his recommendation and approved distribution of funds to the Counties as follows:

RELATIVE BOAT USE AND NEED BY COUNTIES FOR APPORTIONING MARINE  
FACILITIES GRANT FUNDS, 1965

County	Apportionment		
	Equal Share	By Need	Total
Baker	\$ 2,083.33	\$ 1,676.25	\$ 3,759.58
Benton	2,083.33	3,026.25	5,109.58
Clackamas	2,083.33	18,326.26	20,409.59
Clatsop	2,083.33	7,053.75	9,137.08
Columbia	2,083.33	5,073.75	7,157.08
Coos	2,083.33	9,506.26	11,589.59
Crook	2,083.33	6,761.25	8,844.58
Curry	2,083.33	4,545.00	6,628.33
Deschutes	2,083.33	21,240.02	23,323.35
Douglas	2,083.33	15,153.76	17,237.09
Gilliam	2,083.33	202.50	2,285.83
Grant	2,083.33	303.75	2,387.08
Harney	2,083.33	697.50	2,780.83
Hood River	2,083.33	1,023.75	3,107.08
Jackson	2,083.33	9,303.76	11,387.09
Jefferson	2,083.33	6,783.75	8,867.08
Josephine	2,083.33	2,621.25	4,704.58
Klamath	2,083.33	11,272.51	13,355.84
Lake	2,083.33	1,496.25	3,579.58
Lane	2,083.33	18,731.26	20,814.59
Lincoln	2,083.33	18,405.01	20,488.34
Linn	2,083.33	4,083.75	6,167.08
Malheur	2,083.33	2,846.25	4,929.58
Marion	2,083.33	8,943.75	11,027.08
Morrow	2,083.33	348.75	2,432.08
Multnomah	2,083.33	25,076.27	27,159.60
Polk	2,083.33	2,295.00	4,378.33
Sherman	2,083.33	303.75	2,387.08
Tillamook	2,083.33	9,360.01	11,443.34
Umatilla	2,083.33	1,653.75	3,737.08

Relative Boat Use and need by Counties for apportioning Marine Facilities Grant Funds, 1965, continued on following page.

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Relative Boat Use and need by Counties for apportioning Marine Facilities Grant Funds, 1965, continued.

County	Apportionment		
	Equal Share	By Need	Total
Union	\$ 2,083.33	\$ 427.50	\$ 2,510.83
Wallowa	2,083.33	697.50	2,780.83
Wasco	2,083.33	1,597.50	3,680.83
Washington	2,083.33	2,126.25	4,209.58
Wheeler	2,083.33	67.50	2,150.83
Yamhill	2,083.33	1,968.75	4,052.08
TOTALS	\$74,999.88	\$225,000.12	\$300,000.00

The Engineer requested authority for an increase in authorization on Contract No. 6518 on the Pacific Highway in Douglas County, for an overrun of \$646,049.44 or 18.1 percent. Major causes of the overrun were slide repair work, flood damage repair, additional cost for adjusting a coaxial telephone cable, and an increase in flagging costs. The Commission approved the increase. In reply to the Chairman's inquiry as to whether the Bureau of Public Roads has approved the increase, the Engineer replied that they have.

The raising of the grade on portions of a section of the Corvallis-Lebanon Highway in Linn County, a short distance east of the Willamette River, was brought up by the Engineer. He pointed out that a contract is now underway for constructing a four-lane section across the floodplain. During the past winter, closures because of high water again occurred on this road. He recommended that the grade be raised at three locations and cross drainage installed to minimize the closure problem. It was his opinion that it is not feasible to raise the road above the maximum floodplain and solution to the problem probably lies in construction of a dike along the bank of the Willamette River for a distance of about two miles. However, this project is not on the U. S. Corps of Engineer's schedule. The proposed grade revision, he estimated, would cost \$250,000 and recommended that the project be approved. The Commission accepted his recommendation. Chairman Jackson inquired if the proposed raising of the grade level would increase the State's liability. The Engineer stated that he did not feel the matter of extra liability was serious as it is proposed to raise the grade only at the three lowest spots.

Contractors requests for extensions of time to complete highway contracts were presented by the Engineer. He outlined the pertinent facts relating to each request and made his recommendation. After considering his recommendation and other available information, the Commission took action as follows:

- (1) George A. Moore and Associates, Inc., Contract No. 6632, on the Siletz Highway in Lincoln County, requested an extension of the specified completion

date from September 1 to September 15, 1965. This request was considered and denied at the November 4, 1965, meeting. However, the Engineer stated that new facts have been presented which will justify an extension to September 7, 1965. The Commission approved extension of the completion date to September 7, 1965, without assessment of liquidated damages. The Bureau of Public Roads has approved this extension.

- (2) Groesbeck-Durbin, Inc., Contract No. 6688, on the Poodle Creek County Road, FAS 861, in Lane County, requested an extension of the specified completion date from October 31 to November 2, 1965. The Commission approved the extension as requested without assessment of liquidated damages. Approval of the Bureau of Public Roads has been received.
- (3) Peter Kiewit Sons' Company, Contract No. 6470, on the Pacific Highway in Josephine County, requested an extension of the specified completion date from October 1, 1965, to December 13, 1965. The Commission approved an extension to November 9, 1965, without assessment of liquidated damages. Approval by the Bureau of Public Roads has been secured.
- (4) Rabler Bros., Inc., Contract No. 6674, on The Dalles-California Highway in Wasco and Jefferson Counties, requested an extension of the specified completion date from November 15 to December 20, 1965. The Commission approved an extension to December 10, 1965, without assessment of liquidated damages. Approval of the Bureau of Public Roads has been secured.
- (5) Salem Road and Driveway Company, Contract No. 6648, on the Salem-Dayton Highway in Polk County, requested an extension of the specified completion date from October 31, 1965, to August 1, 1966. The Commission approved an extension to July 1, 1966, without assessment of liquidated damages.
- (6) McIntyre Electrical, Inc., Contract No. 6549, on the Stadium Freeway in Multnomah County, requested an extension of the specified completion date from August 15 to November 15, 1965. The Commission granted the extension of time as requested, without assessment of liquidated damages. Approval of the Bureau of Public Roads has been received.
- (7) Lord Bros., Contractors, Inc., Contract No. 6529, for reconstruction of the Santiam Bridge on FAS 570 in Marion and Linn Counties, requested an extension of time to complete the contract. The Commission approved an extension to January 18, 1966, without assessment of liquidated damages.

- (8) Pacific Concrete Company and Otis P. Jordan, Jr., Contract No. 6384, on the South Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, requested an extension of the specified completion date from November 20, 1964, to March 23, 1965. The Commission approved an extension to March 2, 1965, without assessment of liquidated damages. Approval of the Bureau of Public Roads has been secured.
- (9) Morse Bros., Inc., Contract No. 6506, on the Corvallis-Lebanon Highway in Linn County, requested an extension of 60 workdays beyond the specified completion date of August 31, 1965. The Commission approved an extension of time to October 1, 1965, without assessment of liquidated damages.
- (10) Slate-Hall, Contract No. 6454, on the Pacific Highway in Jackson County, requested an extension of the specified completion date from October 31 to November 19, 1965. The Commission approved the extension as requested without assessment of liquidated damages. Approval of the Bureau of Public Roads has been received.
- (11) Trowbridge Electric Company, Contract No. 6704, on the Oswego Highway in Clackamas County, requested an extension of the specified completion date from December 13, 1965, to January 26, 1966. The Commission granted the request without assessment of liquidated damages.
- (12) Teeple and Thatcher Contractors, Inc., Contract No. 6488, on the Columbia River Highway in Gilliam County, requested 25 additional workdays within which to complete the contract. The Commission granted nine additional workdays, the amount necessary to complete the contract, without assessment of liquidated damages. Approval of the Bureau of Public Roads has been received.
- (13) Babler Brothers, Inc., Contract No. 6656, on the Warm Springs Highway in Jefferson County, requested an extension of the specified completion date from November 30 to December 22, 1965. The Commission approved the request without assessment of liquidated damages. Approval of the Bureau of Public Roads has been received.
- (14) Materne Bros. Company, Contract No. 6351, on the Columbia River Highway in Gilliam County, requested an extension of the specified completion date from

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June 1 to September 30, 1965. The Commission approved an extension of time to September 13, 1965, the date of completion, without assessment of liquidated damages. Approval has been received from the Bureau of Public Roads and the Corps of Engineers.

The Engineer reported that Contract Nos. 6246, 6386, 6426, 6523, 6542, 6551, 6556, 6557, 6592, 6600, 6609, 6611, 6627, 6645, 6654, 6656, 6662, 6668, 6672, 6674, 6704, 6710, 6721, 6724, 6740 and 6744 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. 148", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer reported that as previously authorized by the Commission bids had been secured by the Department of Finance and Administration for a faithful performance blanket bond covering State employees for a three-year period beginning March 15, 1966. Nine bids were received ranging from a low of \$1,464 submitted by American Insurance Company, who furnished the present bond, to a high bid of \$6,098. The premium for the bond which will expire March 15, 1966, was \$1,529.00. The low bid was accepted by the Commission.

Authority was requested by the Engineer to advertise the three Astoria ferry boats for public sale: The M. R. Chessman, the Tourist II and Tourist III. He recalled that previously the Commission had authorized sale of the ferry MV Kitsap. This action brought about many inquiries concerning the sale of the other three ferries, particularly the Chessman. It was his recommendation that early advertising be undertaken with the sale to be effective in mid summer 1966 and with the reservation that possession of the ferry boats will not be granted until the Astoria Bridge is opened to traffic. The Commission granted the authority as requested.

A tabulation was presented by the Engineer describing proposed Federal-aid Secondary Projects in Columbia and Umatilla Counties and the cancellation of a previously approved project in Crook County. These projects, he said, have been investigated and are eligible for FAS Funds. The Commission approved the projects as presented and authorized the Secretary to sign construction agreements in behalf of the Commission on the following projects.

County	FAS	Section & Description	Programmed Amount	FAS Funds
Columbia	612	Nehalem River (Arcadia) Bridge. Structure.	\$ 80,000	1967
Umatilla	911	Umatilla River (Westland) Bridge. Structure.	170,000	1967
TOTAL-----			\$ 250,000	

(Tabulation continued on following page)

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County	FAS	Section & Description	Programmed Amount	FAS Funds
<u>Cancellation of Project Previously Approved and Transfer of Federal Funds</u>				
Crook	401	McKay School-Grimes Road. Transfer of Federal funds to State. . . . .	\$ 246,000 \$22,432	
Total Cancellation.....			\$ 246,000	
Total Federal Funds Transferred.....			\$22,432*	

\* \$22,432 equals \$37,000 of Total FAS Funds.

<u>SUMMARY BY FISCAL YEARS</u>	1966	Estimated 1967	Total
Allocated Funds	\$3,952,000	\$3,953,000	\$7,905,000
Approved Projects (Corrected to Date)	3,952,000	385,000	4,337,000
Unprogrammed Balance	\$ ---	\$3,568,000	\$3,568,000
Projects Proposed 3/8/66	---	250,000	250,000
Transfer of FAS Funds to State	---	37,000	37,000
Total	\$ ---	\$3,281,000	\$3,281,000
Project Canceled			246,000
Unprogrammed Balance			\$3,527,000

A reduced speed zone on the Central Oregon Highway, just north of the City of Nyssa, was recommended by the Engineer. An investigation, he said, indicated that a reduced speed zone is necessary because of considerable roadside culture. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 501" establishing a 30 mile-per-hour speed zone on the Central Oregon Highway north of Nyssa in Malheur County, which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was also given to the establishment of speed zones on the Pacific Highway (I-5), between the south limits of Canyonville, (M. P. 220.38) and a point north of Jumpoff Joe Interchange Undercrossing at (M. P. 251.18) in Douglas and Josephine Counties. The Engineer explained that construction to Interstate standards on this section is nearing completion, and he recommended the establishment of speed zones when the various sections of the highway are completed and open to public travel. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 502" establishing speed zones ranging between 50 and 70 miles-per-hour between M. P. 220.38 and 251.18, which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer reported that a recent investigation concerning a 35 mile-per-hour speed zone on the Lower Columbia River Highway in the community of Westport, Clatsop County, disclosed that the speed zone is unduly restrictive to traffic. He recommended that "Speed Zone Resolution No. 313" dated December 16, 1959, be rescinded and a 40 mile-per-hour speed zone be established except for a designated speed of 20 miles per hour during the hours of school crossings. The Commission approved his recommendation by adopting "Speed Zone Resolution No. 503", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to an agreement with the City of Ashland pertaining to a flashing beacon at the intersection of the Rogue Valley Highway and Tolman Creek Road in Jackson County. The Engineer explained that when the flashing beacon was installed, it was outside of the City. The City limits has been extended to include the intersection and the agreement provides that the City shall maintain the beacon and provide the electrical energy for its operation. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission considered an agreement with School District No. 5-C for the installation of an overhead school crossing sign and flashing yellow beacon at the intersection of The Dalles-California Highway and "B" Street in Terrebonne, Deschutes County. The Engineer said that the installation is warranted. The agreement provides that the State install the beacon and the sign and furnish maintenance. He estimated the cost of installation at \$1,000. The School District is to pay for all electrical energy required. 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 Portland concerning installation of pre-timed traffic signals at the intersection of S. W. Clay Street (Sunset Highway) and S. W. 12th Avenue, and at S. W. Market Street and S. W. 12th Avenue was presented by the Engineer. The agreement provides that the City shall make the installation, pay half the cost of installation, maintain the signals, and pay for all electrical energy used. He estimated the installation cost at \$10,000 of which the State's share is \$5,000. His recommendation for approval of the agreement and authority for the Secretary to sign it was accepted by the Commission.

Consideration was given to an agreement with Multnomah County for installation of a traffic signal at the intersection of 112th Avenue and Powell Boulevard (Mt. Hood Highway). The agreement provides that the State and County share equally the cost of installing a signal which is estimated at \$7,500 or \$3,750 each. The County is to assume all costs for maintenance and power needs. The Engineer mentioned that there is a left-turn problem at this intersection in which the County is not involved and he recommended the expenditure of \$500 to take care of this matter in addition to the agreement as presented. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

Consideration was also given to a construction agreement with the City of Sweet Home concerning the Sweet Home-Foster Section of the Santiam



Highway in Linn County. The Engineer remarked that the agreement provides for highway construction, relocation of utilities, parking restrictions, grade revisions and other matters within the city. The agreement also holds the State harmless from any damages to property from drainage runoff from the storm sewer to be constructed at the request of the City. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A throughway agreement with Umatilla County pertaining to the Pendleton Section of the Old Oregon Trail (I-80N) was presented by the Engineer. This agreement, he said, provides for the usual highway construction, interchanges, connections and for the relocation or reconstruction of various county roads. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission considered a throughway-abandonment agreement with the Clatsop County Board of Commissioners pertaining to the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County. The Engineer pointed out that the agreement, in addition to providing for highway construction, intersections, connections and frontage roads also provides that the County will assume maintenance of certain frontage roads or reconstructed county roads. Also the County is to assume control of that portion of the existing highway which lies southerly from the construction project when the project is completed. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission also considered a throughway-abandonment agreement with Columbia County concerning the Delena-Rainier Section of the Columbia River Highway in Columbia County. The agreement provides for construction of the highway, various frontage roads, County road connections and road closures. The Engineer pointed out that the County has agreed to take over that portion of the existing highway between Delena and the west city limits of Rainier as a County road when the new construction is completed. It was his recommendation that the agreement be approved and the Secretary authorized to sign the agreement in behalf of the Commission. The recommendation was accepted.

A construction-abandonment agreement with the City of Silverton pertaining to the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County was presented by the Engineer. The agreement, he said, provides for construction of the highway, relocation of utilities, parking restrictions, grade revisions and the abandonment of short segments of the Cascade Highway and the Silver Creek Falls Highway as required by relocation of the Hillsboro-Silverton Highway. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A construction-finance agreement with the City of Mt. Angel concerning the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County was also discussed. The Engineer pointed out that this is a companion agreement to a similar agreement with the City of Silverton.

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Construction of the highway, relocation of utilities, parking restriction, grade revisions and other matters are covered in the agreement. The City is to assume control of the portion of the right of way lying outside of the curb line. He recommended that the agreement be approved and the Secretary authorized to sign the agreement for the Commission. His recommendation was accepted.

Agreements concerning distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965 were presented. The Engineer stated that Counties of Malheur, Jackson, Clatsop, Wasco, Union, Marion, Columbia, Sherman, Baker, Harney, Morrow, Umatilla, Tillamook and Lane have signed and returned agreements. He recommended that these agreements be approved and the Secretary authorized to sign them in behalf of the Commission. The recommendation was accepted. Chairman Jackson asked if all of the Counties have qualified. Mr. Shaw replied that 24 agreements have been received and 12 have not yet come in.

A construction agreement (letter form) with the Marion County Board of Commissioners concerning the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County was presented. The Engineer commented that the agreement provides for construction of the highway, reconstruction of County road connections and other matters. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

A resolution was presented by the Engineer abandoning portions on the Horse Ridge Summit Section of the Central Oregon Highway in Deschutes County. Approximately  $2\frac{1}{2}$  miles of the former alignment are to be abandoned to the abutting property owners, which in this instance is the U. S. Bureau of Land Management. Following his favorable recommendation, the Commission adopted "Abandonment and Retention Resolution No. 441", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to a request from the City of Wood Village for annexation to the City of a portion of the Columbia River Highway (Banfield Freeway) in the Arata Road Interchange area in Multnomah County. The Engineer stated an investigation disclosed that the highway separates a community which has petitioned for annexation and he recommended the petition be granted. The Commission accepted his recommendation and authorized the Secretary to sign a Consent Form in their behalf.

The Commission also considered a request from the City of Salem to annex to the City a portion of the Pacific Highway (I-5 Bypass) in the vicinity of Hyacinth Street. The Engineer said that an investigation showed that the annexation had been petitioned for by property owners and he knew of no objection to annexation of the highway. The Commission accepted his recommendation for approval and authorized the Secretary to sign a Consent Form in their behalf.

The date for the next regular Commission meeting was set for Thursday, April 21, 1966, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for Thursday, June 2, 1966.

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The Commission approved the minutes of the meeting held on January 25, 1966.

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. The Commission confirmed his award of the following contracts:

- (1) Ranch Road (Reedsport) Overcrossing Section of the Oregon Coast Highway in Douglas County. Bids received January 27, 1966. Contract No. 6769 awarded February 14 to Tom Lillebo Construction Company, Reedsport, low bidder.
- (2) Grading and paving on the North Unit, Thornberry-Wasco Section of the Sherman Highway in Sherman County. Bids received January 27, 1966. Contract No. 6770 awarded February 25 to Interstate Paving Company, The Dalles, low bidder. A condition to the awarding of this contract that the contractor stay off railroad property until railroad easements have been acquired. Contractor agreed to this condition in a letter dated February 18, 1966.
- (3) Portland Traction Company Building Project on the East Marquam Interchange Unit of the Pacific Highway in Multnomah County. Bids received February 24, 1966. Contract No. 6772 awarded March 3 to E. Carl Schiewe, Portland, low bidder.

The Engineer announced that approval was received late yesterday afternoon from the Bureau of Public Roads on the route for I-205 beginning at an intersection with the Pacific Highway (I-5) at or near Avery Road in Washington County and extending easterly and northerly through West Linn, Gladstone, along and near 82nd-96th Avenues and across the Columbia River at Government Island.

Chairman Jackson stated that the Commission proposes to hold additional public informational meetings concerning the route of I-205 to correct any misunderstanding by the public and to inform them about the route as completely as possible. Action towards this end, he said, had been suggested by Congresswoman Edith Green prior to approval of the route by the Bureau of Public Roads.

The Commission confirmed Chairman Jackson's award of contracts on February 3, 1966, for which bids had been received January 27, 1966, and authorized the Secretary to sign contracts on the following projects:

(Projects listed on following page)

March 8, 1966

# BIDS RECEIVED IN SALEM JANUARY 27, 1966

## AWARDS MADE FEBRUARY 3, 1966

Wilsonville Safety Rest Area on the Pacific Highway, south of Portland, in Clackamas County. Federal-aid Interstate Highway Project No. I-5-5(11)283. Four bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, Division of Warren Brothers Company, Portland, at \$407,192.95.

Grading and paving on the Two Mile Creek Section of the Oregon Coast Highway, south of Bandon, in Coos County. FAP No. F-109(11). Three bids were received. The Commission awarded the contract to the low bidder, G. Woodward, Inc., Coquille, at \$77,277.30.

Grading and paving on the Wiley Road-Prineville Airport Section of the Ochoco Highway, westerly of Prineville, in Crook County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Interstate Paving Company, The Dalles, at \$99,921.00.

Roadway illumination on the Sutherlin Interchange Section of the Pacific Highway, in Sutherlin, Douglas County. Federal-aid Interstate Highway Project No. I-5-3(72)130. Two bids were received. The Commission awarded the contract to the low bidder, Madson and Stokes Electrical Contractors, Roseburg, at \$12,350.00.

Roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway, south of Roseburg, in Douglas County. Federal-aid Interstate Highway Project Nos. I-5-3(73)121, LSS-553(1) and CJI-5-3(1). Six bids were received. The Commission awarded the contract to the low bidder, Jansen's Landscaping Company, Everson, Washington, at \$120,835.50.

Cow Creek Safety Rest Area on the Pacific Highway, south of Canyonville, in Douglas County. Federal-aid Interstate Highway Project No. I-5-2(50)83. Five bids were received. The Commission awarded the contract to the low bidder, M. R. Holst, Oakridge, at \$111,441.41.

Guardrail on the Midland-Worden Section of The Dalles-California Highway, south of Klamath Falls, in Klamath County. FAP No. F-205(15). Five bids were received. The Commission awarded the contract to the low bidder, Vern Hoaglin Construction Company, Inc., Cornelius, at \$29,074.50.

Lost River Diversion Canal Bridge on the Klamath Falls-Malin Highway, southeast of Klamath Falls, in Klamath County. State Project. Nine bids were received. The Commission awarded the contract to the low bidder, T and M Construction Company, Salem, at \$59,520.00.

Chewaucan River (Paisley) Bridge Section of the Fremont Highway, at Paisley, in Lake County. State Project. Ten bids were received. The Commission awarded the contract to the low bidder, George E. Berry, Beaverton, at \$146,414.00.

March 8, 1966

Malheur River (Grove) Bridge on the Central Oregon Highway, southwest of Vale, in Malheur County. State Project. Eight bids were received. The Commission awarded the contract to the second low bidder, Ross Brothers Construction, Inc., Salem, in the amount of \$188,590.00. George E. Berry, Beaverton, was low bidder on two contracts - will accept only one.

Roadside improvement on the 12th Street Junction (Salem) Section of the Pacific Highway East in Marion County. FAP No. LSF-3(1). Three bids were received. The Commission awarded the contract to the low bidder, Gail L. Zysset, Brooks, at \$30,969.70.

Roadside improvement on the Columbia Boulevard-Alberta Street Section of the Cascade Highway, south of the Portland Airport, in Multnomah County. FAP No. LSS-727(1). Six bids were received. The Commission awarded the contract to the low bidder, Baltz and Son Company, Portland, at \$70,989.73.

Paving on the Island City-Conley Section of the Wallowa Lake Highway, northeast of LaGrande, in Union County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Percy E. Jellum Contractor, Inc., Pendleton, at \$116,775.00.

Ranch Road (Reedsport) Overcrossing Section of the Oregon Coast Highway, in Reedsport, Douglas County. State Project. Six bids were received. The Commission elected to accept the low bid of Tom Lillebo Construction Co., Reedsport, in the sum of \$123,377.50 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading and paving on the Minkler Ranch-Harvey Creek Section of the Fremont Highway, north of Lakeview, in Lake County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at \$162,649.00.

Grading and paving on the North Unit, Thornberry-Wasco Section of the Sherman Highway, south of Biggs Junction, in Sherman County. State Project. Four bids were received. The Commission elected to accept the low bid of Interstate Paving Company, The Dalles, in the sum of \$99,583.50 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of entry is received from the Railroad Company.

The Commission also confirmed the Chairman's action of March 1, 1966, awarding contracts on bids received February 24, 1966. The Commission also authorized the Secretary to sign contracts for the following projects:

BIDS RECEIVED IN SALEM FEBRUARY 24, 1966

AWARDS MADE MARCH 1, 1966

Salem Shops Office Building in the State Highway Department Shop Area near the east city limits of Salem in Marion County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, C. A. Lantz Construction Company, Salem, at \$380,440.20.

March 8, 1966

Portland Traction Company Building Project on the East Marquam Interchange Unit of the Pacific Highway at the east end of the Marquam Bridge in Portland, Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(58)301. Seven bids were received. The Commission elected to accept the low bid of E. Carl Schiewe, Portland, in the sum of \$396,689.50 and directed the State Highway Engineer to award the contract to said bidder as soon as approval from the Bureau of Public Roads and the Railroad Company is received.

Contract operation of the Umpqua River Drawbridge at Reedsport on the Oregon Coast Highway in Douglas County. One bid was received at \$64,990 from Inland Pacific Company, Portland. The Commission rejected the bid as being too high.

Consideration was given to renewal of an agreement with Oregon Welcome, Inc. for the establishment of out-of-state information offices for promotion of tourist travel. This agreement, the Engineer said, is a continuation of an agreement entered into on November 24, 1964, involving expenditure of \$12,000 per year. The new agreement, he said, provides for renewal of the 1964 contract in its original terms except that the amount has increased to \$15,600. He recommended approval of the agreement and authority for the Secretary to sign the agreement in behalf of the Commission. His recommendation was accepted.

Attention was given to a request from the City of Prineville for installation of a school crossing signal at the intersection of East Third and Knowledge Streets in Crook County. An investigation indicated that the installation is warranted, the Engineer said, and he recommended it at an estimated cost of \$1,200. The City is to maintain the signal and provide all electrical energy. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission considered an agreement with the City of Portland for the installation of traffic signals at the intersections of S.W. Broadway and Lincoln, S. W. 14th and Montgomery, and S. W. 12th and Montgomery. Installation of the signals is warranted, the Engineer said, and he recommended that they be installed by the State at an estimated cost of \$20,800. The City is to install the controllers, supervisory cables, power supply wires, maintain the signals and pay for all electrical energy used. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

Attention was given to an agreement with the City of Clatskanie for the installation of a flashing beacon at the intersection of Seventh Street (Lower Columbia River Highway) at Nehalem and Bridge Streets in Clatskanie, Columbia County. An investigation has indicated that the installation is warranted and the Engineer recommended approval. The State is to perform the work and the City is to pay one-half the cost of installation and provide for all maintenance and electrical energy. He estimated the total cost of the project at \$2,800, the State's share being \$1,400. The Commission approved the project and authorized the Secretary to sign the agreement in their behalf.

March 8, 1966

In conjunction with the agreement with the City of Clatskanie for a flashing beacon at the intersection of Seventh Street (Lower Columbia River Highway) at Nehalem and Bridge Streets in Columbia County, the Engineer pointed out that it is necessary to provide for a four-way stop at this intersection. He recommended that "Through Highways and Stop Signs Resolution No. 4 dated April 27, 1943, be amended to read as follows:

"All traffic entering the intersection of the Lower Columbia River Highway with Bridge and Nehalem Streets shall stop before proceeding."

The Commission approved the amendment as recommended and thereupon adopted "Through Highways and Stop Signs Resolution No. 4p", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An agreement with the Wickiup Water District for relocation of its water lines on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County was discussed. The Engineer stated that the agreement provides that the State adjust the District's facilities and bear the initial cost. The District is to repay the State an amount not to exceed \$24,587.75 over a ten-year interest-free period. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

A supplemental agreement with Southern Pacific Company was presented by the Engineer pertaining to the Wall Creek-Siskiyou Station Section of the Pacific Highway in Jackson County. The agreement provides payment for an overrun of the estimated cost of \$31,395 to the present amount of \$39,034.23. Principal causes of the overrun were the need for two 10-hour shifts during track-grading operations thereby increasing the inspection cost. Retro-active wage increases also contributed to the overrun. Following his favorable recommendation, the Commission approved the agreement subject to concurrence by the Bureau of Public Roads.

The Commission considered an agreement with Burnside Water Association for relocation of its water lines on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County. The Engineer stated that the agreement provides that the State adjust the facilities and pay the initial cost. The Association agrees to repay the State over a ten-year period an amount not to exceed \$6,500 on an interest free basis. The Water Association does not have funds to make the adjustments to its facilities. Based upon the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A supplemental agreement with the Corps of Engineers concerning conveyance of lands between the Government and the State was considered. This agreement, the Engineer said, involves easements caused by backwater; conveyance to the State of land west of the John Day Dam near Rufus at a cost of \$500; payment by the State of \$6,250 for access rights acquired for the State; and acceptance of an easement from the Corps for the roadway across the south end of the Dam axis. The agreement, he said, has been approved by the Bureau of Public Roads and he also recommended approval. The Commission accepted his recommendation and authorized the Secretary to sign it for them.

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Commissioner Fridley commented on the two agreements with Water Districts previously considered in which the Districts are required by Law to pay for the cost of moving their facilities because of highway construction. It was his feeling that the general public does not understand that paying for the cost of moving these facilities is covered by Law and is not a matter of choice to the Highway Department.

Concerning the Green Thumb project, which is to get underway in Oregon in the near future, the Engineer explained that it is planned to use about 70 elderly farmers in groups of seven in planting, seeding, pruning and other work which will contribute to the beauty of the landscape on state highway rights-of-way. The project is sponsored by the Farmers Union and the Office of Economic Opportunity. The State selects the location and kind of work to be done and furnishes seeds, plants, bulbs, and so forth. The State also furnishes what would be classed as heavy equipment on this work. A Federal agency will take care of the hiring and the payroll. He estimated the project would probably cost the State about \$160,000 and recommended that an agreement be approved covering this work and that the Secretary be authorized to sign it for the Commission. His recommendation was accepted.

Concerning the construction of the Adel-Blizzard Gap Section of the Warner Secondary Highway, the Engineer reported that the court had rendered a verdict in favor of the contractor, Miller-Hutchins, in the amount of \$67,500. The contractor had sued the State for additional money because he was required to grade the project without adequate sprinkling water. Lake County is a party to the contract because of an agreement with the State in which the County agreed to pay all costs over a specified sum, and legally the County is liable for the entire amount of the judgment. The contract was entered into as a FAS County Project; subsequently, this contract, as well as the entire highway to the Nevada line, was taken over as a State Secondary Highway. The County, he continued, has agreed to assume the cost of the judgment by assigning future FAS County funds to the State. He pointed out that the dry conditions encountered on the contract were not the fault of the County and, as the highway has since been taken over as a State Secondary Highway, it was his feeling that it is not equitable to require the County to pay this additional amount and he so recommended. The Chairman commented that Lake County at its own expense had constructed a considerable portion of the highway before the State entered the picture and that the counties in Nevada also benefited from this highway construction. It is the unanimous action of the Commission, he said, that the judgment be assumed by the State and that there be no further claims against Lake County because of this construction.

An agreement with Multnomah County regarding aerial photography mapping in North Portland was presented by the Engineer. This project, he said, will be beneficial to the State and will also aid the County in their plans for construction of a road from the Interstate Bridge to the Delta Area. He estimated the total cost of the project at \$10,500 to be shared equally between the County and the State. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

March 8, 1966

The Chairman asked the Engineer to outline the position of the State Highway Department concerning pending applications to erect signs along state highways. The Engineer recalled that the National Congress in 1965 had passed a law requiring removal of signs along primary and interstate highways. Regulations pertaining to the handling of these signs have not yet been finalized and he mentioned that a hearing is scheduled in Salem on March 22. Oregon is in a dilemma due to the fact that under the Federal law, signs installed after September 1965, if in conflict with the law, must be removed at State expense or the State could be penalized about 6½ million dollars per year. Signs erected prior to September 1965 must be removed but the Federal Government will pay a good share of the cost. Clarification of Oregon's position was sought from the Attorney General who advised that the Federal law is not in conflict with the State Constitution but there is no enabling state statute. Many applications have been received for erection of signs and he emphasized that the granting of permits for these signs has not been refused, but has been delayed until some feasible plan has been devised.

The Chairman commented that many letters have been received criticizing the non-issuance of sign permits and further stating that the State by not issuing signs is in effect making law. He offered a suggestion that would allow the issuance of sign permits on a contingent basis whereby the sign owners would agree in advance to abide by state legislative action regarding the Highway Beautification Act and not hold the State liable for cost of removal.

In response to the Chairman's inquiry as to the dollar value of signs which have been requested and not permitted, the Engineer stated that a rough estimate would be from between \$120,000 to \$150,000. Commissioner Fridley inquired as to how the value of the owner's rights could be determined. The Engineer replied that it would probably have to be by appraisal. He mentioned that payment to the land owner for a large lighted sign would be around \$900 a year and for an unlighted sign of similar size about \$500 per year. Commissioner Simpson commented that it appears that there may be a great deal of litigation in the future and it has been suggested that many attorneys will be needed. In response to an inquiry as to the number of signs involved, the Engineer stated that he thought there would be roughly around 10,000, about 5,000 in rural areas and possibly more than that in urban areas.

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

"Indenture of Access, Entry Permit and Release of Damages" to Gertrude Kaufman, Executrix for Ludwig Kaufman, covering land on the Blue River-Mill Creek Section of the McKenzie Highway in Lane County.

"Grant of Access" to Mr. and Mrs. G. I. Botkin covering land on the Alsea Mountain-Hide Creek Section of the Alsea Highway in Benton County.

"Relinquishment of Title" to Multnomah County for the Sylvan Interchange Frontage Roads in Multnomah County.

"Quitclaim Deed" to Theodore and Marguerite Wilkins for interest in 0.08 acre parcel on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

"Agreement" with Bonneville Power Administration concerning a transmission line on the Rink Creek-Glen Aiken Creek Section of the Coos Bay-Roseburg Highway in Coos County.

"Supplemental Agreement" with Southern Pacific Company concerning the Wall Creek-Siskiyou Station Section of the Pacific Highway in Jackson County.

"Indenture of Access" to Gilman C. and Martha L. Keasey property on the North Corvallis Section of the Pacific Highway West in Benton County.

"Indenture of Access" to S. B. Nicoll, Jr. property on the Pringle Corner-McMinnville Section of the Salmon River Highway in Yamhill County.

"Indenture of Access" to Frank and Elizabeth M. Sijota, Salishan Properties, Inc., Emily Sijota, John D. and Elizabeth N. Gray property on the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway in Lincoln County.

"Grant of Access" to Eldon and Elizabeth Fisher covering land on the Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

"Indenture of Access and Grant of Access" to Paul and Estella Rice and Earl and Zela McKinney property on the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

"Bargain and Sale Deed" to Rogue River Valley Irrigation District for a parcel of land on the East side of the Pacific Highway in Medford, Jackson County.

"Grant of Easement" to Rogue River Valley Irrigation District for a parcel of land on the East side of the Pacific Highway in Medford, Jackson County.

"Bargain and Sale Deed" to Northwest Wood Products, Inc. for a parcel of land on the Mill City-Gates Section of the North Santiam Highway in Marion County.

"Bargain and Sale Deed" to Myron H. and Betty L. Curtis for a parcel of land on the Hobsonville-Bay City Section of the Oregon Coast Highway in Tillamook County.

"Bargain and Sale Deed" to A. L. Jones for a parcel of land on the North Bend-Marshfield Section of the Oregon Coast Highway in Coos County.

"Bargain and Sale Deed" to Walter L. and Donna M. Pryar for a parcel of land on the Klamath Falls-West Side By-Pass of The Dalles-California Highway in Klamath County.

"Bargain and Sale Deed" to Barker Manufacturing Company for a parcel of land on the Willamette River-42nd Avenue Section of the Columbia River Highway in Multnomah County.

"Bargain and Sale Deed" to Jackson County for a parcel of land on the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County.

"Right of Way Easement" with United States of America for a parcel of land on the Seven Oaks-Ashland Section of the Pacific Highway in Jackson County.

"Relinquishment of Title" to Klamath County for a parcel of land on the Pelican City-South 6th Street Section of the Klamath Falls-Malin Highway in Klamath County.

"Land Lease" to Robert W. Marcum for 10 years covering 3,719 square feet on the Banfield Freeway in Multnomah County.

"Lease Extension" to Kyle and Elizabeth Smith to operate a sales concession at the Vista House, Crown Point State Park in Multnomah County.

"Agreement" with Lincoln City permitting discharge of sewage from Devils Lake State Park into City's sewage disposal plant in Lincoln County.

"Agreement" with City of Ashland covering maintenance of a flashing beacon at the intersection of the Rogue Valley Highway and Tolman Creek Road in Jackson County.

"Agreement" with Terrebonne School District 5C for an overhead "School Crossing" sign and flashing yellow beacon at the intersection of The Dalles-California Highway and "B" Street in Deschutes County.

"Agreement" with City of Portland concerning installation of pre-timed traffic signals at intersection of S. W. Clay Street and S. W. 12th Avenue and at intersection of S. W. Market Street and S. W. 12th Avenue in Multnomah County.

"Agreement" with Multnomah County for installation of traffic signal at intersection of 112th Avenue and Powell Boulevard (Mt. Hood Highway) in Multnomah County.

"Cooperative Construction Agreement" with City of Sweet Home pertaining to the Sweet Home-Foster Section of the Santiam Highway in Linn County.

"Throughway Agreement" with Umatilla County covering the Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County.

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"Throughway-Abandonment Agreement" with Clatsop County Board of Commissioners pertaining to the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

"Throughway-Abandonment Agreement" with Columbia County pertaining to the Delena-Rainier Section of the Columbia River Highway in Columbia County.

"Construction-Abandonment Agreement" with City of Silverton pertaining to the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County.

"Cooperative Construction-Finance Agreement" with the City of Mt. Angel covering the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County.

"Agreements" with the following counties relating to distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965: Lane, Tillamook, Umatilla, Morrow, Harney, Baker, Sherman, Columbia, Marion, Union, Wasco, Clatsop, Jackson and Malheur.

"Construction Agreement" (letter form) with Marion County Board of Commissioners pertaining to the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

"Consent to Annexation" to the City of Wood Village for a portion of the Banfield Freeway in the Arata Road Interchange Area in Multnomah County.

"Agreement" with Oregon Welcome, Inc., in the amount of \$15,600 from November 1, 1965, to November 1, 1966, for establishment of out-of-state information offices for promotion of tourist travel.

"Agreement" with the City of Prineville for a school crossing signal at the intersection of East Third and Knowledge Streets in Crook County.

"Agreement" with the City of Portland for traffic signals at the intersections of S. W. Broadway and Lincoln, S. W. 14th and Montgomery and S. W. 12th and Montgomery in Multnomah County.

"Agreement" with the City of Clatskanie for a flashing beacon at the intersection of Seventh Street (Lower Columbia River Highway) at Nehalem and Bridge Streets in Columbia County.

"Agreement" with Wickiup Water District covering relocation of its water lines on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

"Agreement" with the Burnside Water Association covering relocation of its water lines on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

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"Supplemental Agreement" with the Corps of Engineers regarding the John Day Lock and Dam to modify certain obligations stated in the original contract regarding the conveyance of lands between the Government and the State.

"Finance Agreement" with Multnomah County for aerial photography mapping in Multnomah County.

"Cooperative Construction-Finance Agreement" with Green Thumb, Inc. for landscaping and beautification of roadside areas along State Highways.

A delegation representing the Linn County Chamber of Commerce and the Linn County Court came before the Commission to urge construction of an interchange at the Boston Mill Road on the Pacific Highway (I-5) near Shedd. The following people were present: Representative G. W. Detering, Harrisburg; Orval Thompson, Floyd Jenks, Burl Ingram, Francis Rothauge, Herald McClain, Royce Holloway, Albany; M. C. Thompson, Milton Kropf, Stan Garwood, Bob Jantzi, Lowell Morgan, Robert Hadland, Melvin Wolfer, Sr., Shedd; LeRoy Koos, Frank Glaser, Bob Wirth, Len Forster, Tangent; Ben Fisher, Merle Manning, Fred Glaser, Brownsville; J. L. Carnes, Halsey; Bill Glaser, Leigh Crossan, Roland Jantzi, Lebanon. The Hon. G. W. Detering commented on the need for the project and introduced Mr. Orval Thompson from Albany. Mr. Thompson pointed out that the distance between interchanges in this area is approximately 13 miles and construction of another one would serve several county roads and save considerable hauling for seed growers and other farmers. He mentioned that last year over 36 million pounds of seed was grown in this area and hauled out over the Interstate Highway, in addition to hauling approximately seven thousand tons of fertilizer. Beside benefiting the farmers, the interchange would also relieve traffic on the Pacific Highway East and the congestion at the Lebanon-Corvallis Interchange. Fire protection for the community would also be aided. When the highway was being constructed he recalled that it was generally assumed that an interchange would be built in this area but it was probably omitted through an oversight. Construction of the interchange should be performed now in the modernizing of the Interstate route, and he pointed out that Mr. Frank Glaser who owns land at the interchange has offered to donate the property needed. The proposed interchange has been endorsed by the Linn County Farm Bureau, Linn County Court, Albany Chamber of Commerce, Linn County Chamber of Commerce and other interested organizations.

Chairman Jackson stated that Mr. Thompson is correct in that an interchange had been contemplated at this location, but had been denied several times by the Bureau of Public Roads. The Engineer stated that in his opinion the distance between interchanges here is too far and that another interchange is needed. The Chairman stated that Mr. A. W. Parsons, Division Engineer of the Bureau of Public Roads, has listened to the delegation's presentation and the Commission will try again to secure the interchange.

A group of people representing the Grant County Chamber of Commerce and City of John Day appeared before the Commission concerning construction on the Beech Creek Secondary Highway and other improvement on US 26. The following people were present: Homer Damon, Al Reinertson, Harold Coons, Carl Tomlinson and Don Cates all from John Day. Mr. Damon pointed out the present construction on the Beech Creek Secondary Highway is 35 years old and a new peeler plant at Mt. Vernon will use approximately 35 million board feet of timber much of which will have to be hauled over this section. Improvement is also needed to encourage tourist traffic. Mr. Reinertson stated that they feel they have been neglected in highway improvements in this area and that the existing Beech Creek Secondary is dangerous. He emphasized the need for the improvement to encourage tourists, and he also requested that several bad curves between Mitchell and Dayville on US 26 be made safer.

The Chairman stated that about one-half million dollars has been allocated in the 1966 construction program for work on the Beech Creek Secondary Highway and widening of several bridges is planned. The Commission, he commented, is keenly aware of the highway needs of Central Oregon and will do everything that they can.

The settlement of a dispute between Ford, Bacon and Davis on one side, and the State Highway Commission and the Port of The Dalles on the other side, was brought up by the Chief Counsel. The beginning of this controversy stems from an agreement dated March 24, 1964, in which the Commission and the Port of The Dalles engaged Ford, Bacon and Davis, Inc., to prepare an appraisal for the value of the land taken from the Port of The Dalles for highway purposes in construction of the Columbia River Highway (I-80N). Under that agreement, Ford, Bacon and Davis was to be paid \$4,200 and was to be repaid for the cost of an appraisal to be prepared by a real property appraiser. Mr. W. D. Davis was engaged to perform the real property appraisal and he estimated the value of his services in advance at \$7,500. When the appraisal was completed, he rendered a claim for his work in the amount of \$53,678.69. After some discussion, the Commission authorized the Chief Counsel to offer the sum of \$10,000 for settlement of the entire claim. The Chief Counsel also commented that the Port of The Dalles, who is to pay half of the amount, is agreeable to a settlement for \$10,000.

A list of construction projects known as 1966 State Construction Program No. 2 was presented by the Engineer. These projects total \$15,687,500 and include jobs from the Emergency Board Program that it is anticipated can be contracted this year. Following his favorable recommendation, the Commission approved the following projects:

(1966 State Construction Program No. 2 on following page)



1966 STATE CONSTRUCTION PROGRAM NO. 2

DIVISION I

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Pacific East	Ross Island Bridge-Reedway	1.89	Structures (2)	600,000
Lower Columbia	St. Helen Road-N.W. 21st Ave.	1.2	R/W only	600,000
Oswego	Oswego (Sucker Cr.) Bridge	-	G.P. Str.	750,000
Tualatin Valley	West Slope-Beaverton	1.35	G.P. Widen	125,000
Tualatin Valley	Forest Grove Bypass	2.6	R/W only	150,000
Beaverton-Tualatin	Tualatin River Bridge	0.25	Structure	250,000
Beaverton-Tigard	Sunset Hwy.-Progress	6.7	R/W only	900,000
Clackamas	Pacific Hwy.E.-Webster Road	2.7	R/W only	1,000,000
				<hr/>
				\$4,375,000

DIVISION II

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Pacific West	West Newberg-Dayton Jct.	3.7	R/W only	350,000
Lower Columbia	Wauna Interchange	0.3	Constr.Inter.	375,000
Lower Columbia	Rifle Club Rd.-Big Noise Cr.	3.6	G.P. Str.	1,000,000
Corvallis-Newport	Marys River Bridge	0.05	Structure	150,000
Sunset	Saddle Mtn.Jct.-Elsie Rd. (Part)	8.8	Climbing Lanes	600,000
				<hr/>
				\$2,475,000

DIVISION III

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Oregon Coast	Glenada-Siltcoos River	5.5	Overlay	300,000
Oregon Coast	Davis Slough-Beaver Lookout	-	Slide Correction	200,000
Oregon Coast	Floras Creek	1.1	G.P. Structure	600,000
McKenzie	19th St.-71st St.(Springfield Coop)	4.9	G.P. and R/W	1,500,000
Crater Lake	Biddle Road Interchange	-	G.P. Structure	770,000
Redwood	Cave Jct.-O'Brien	6.0	Overlay	250,000
Coos Bay-Roseburg	Myrtle Point-Powers Jct.	2.6	G.P. Structure	1,250,000
(Division III continued on following page)				

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(Division III continued)

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Coos Bay-Roseburg	Selected Section	-	Overlay	250,000
Mapleton-Eugene	Veneta-Oakhill	5.0	Overlay	300,000
Springfield-Creswell	Coast Fk., Willamette River Bridge	-	Structure	350,000
Eugene-Springfield	Mohawk Road Interchange	-	G.P. Structure	800,000
				<hr/>
				\$6,570,000

DIVISION IV

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
The Dalles-Cal.	Gap-Tygh Grade	7.9	R/W only	200,000
The Dalles-Cal.	Sherman Hwy. Jct.-Cow Canyon	2.49	Overlay	150,000
The Dalles-Cal.	Chemult-Diamond Lake Jct.	9.28	Overlay	550,000
The Dalles-Cal.	Link River-Green Springs Jct.	2.4	R/W only	100,000
The Dalles-Cal.	Main St. Connection (K.Falls)	-	G.P. Structure	400,000
Ochoco	Dry River Culvert	-	Culvert	75,000
Ochoco	Rock Cr.-John Day Hwy.Jct.	6.5	Overlay	250,000
				<hr/>
				\$1,725,000

DIVISION V

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Central Oregon	Silvies River Br.	-	Bridge	45,000
Central Oregon	Bridge No. 3515	-	Bridge	15,000
Central Oregon	Whiting Slough Bridge	-	Bridge	22,500
Central Oregon	Bridge No. 3517	-	Bridge	15,000
Central Oregon	Foley Slough Bridge	-	Bridge	35,000
Central Oregon	Silvies Slough Bridge	-	Bridge	35,000
Central Oregon	Poison Creek Bridge	-	Bridge	25,000
Central Oregon	John Day Jct.-Buchanan	3.0	Oil	50,000
(Division V continued on following page)				

March 8, 1966

(Division V continued)

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Central Oregon	Stinking Water Cr. Bridge	-	Bridge	70,000
Central Oregon	Middle Fk., Malheur Rv.Br.	-	Bridge	85,000
Central Oregon	Chimney Cr. Bridge No. 1851	-	Bridge	20,000
Central Oregon	Chimney Cr. Bridge No. 1852	-	Bridge	20,000
Central Oregon	Chimney Cr. Bridge No. 1854	-	Bridge	35,000
Medical Springs	Catherine Cr. Bridge No. 4834	-	Bridge	35,000
LaGrande-				
North Powder	Catherine Cr. Bridge No. 558	-	Bridge	35,000
				<hr/>
				\$ 542,500

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

Forrest Cooper  
State Highway Engineer

David Jackson  
Chairman

K. A. Bradley  
Commissioner

Floyd Query  
Secretary

David B. Simpson  
Commissioner

March 8, 1966

VOLUME 51

COMPLETE

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

FROM

APRIL 1, 1966

TO

MARCH 31, 1967

- - -

OREGON STATE HIGHWAY COMMISSION

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

- - -

Forrest Cooper, State Highway Engineer  
George E. Rohde, Chief Counsel  
Floyd Query, Secretary

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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HIGHWAY COMMISSION MINUTES

April 1, 1966, through March 31, 1967

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Salem, Oregon  
April 21, 1966

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  
R. L. Porter, Deputy State Highway Engineer  
Tom Edwards, Assistant State Highway Engineer  
Lloyd P. Shaw, Assistant State Highway Engineer  
F. B. Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
G. E. Rohde, Chief Counsel  
Frank McKinney, Assistant Counsel  
David Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Forrest Cooper, State Highway Engineer, was excused because of highway business in Washington, D. C.

Others present were A. W. Parsons, Division Engineer, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; Ralph Sipprell, Liaison Engineer; John Earley, Information Officer; and John Oakes, Assistant Right of Way Engineer.

The Right of Way Engineer presented for consideration options, pages 1 through 71, secured for acquisition of real property needed for state highway use or for other purposes. The amounts offered, he said, are based upon careful appraisals and are in proper order for Federal-aid. 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. 32", 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 of buildings was presented by the Right of Way Engineer. Miscellaneous sales from February 28, 1966, to April 8, 1966, amounted to \$10,552.50; land sales totaled \$20,920.00; timber sales \$464.60. Rental receipts for February were \$20,891.77 and for March \$16,954.92. 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. The proposed minimum prices are based upon appraised values or on offers in

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excess of appraisals. Access provisions and other conditions of sale are consistent with those available to other properties in the vicinity. In addition, the sales will be subject to signboard and junkyard restriction provisions. The Commission authorized sale of the following properties and thereupon adopted "Real Property Resolution Nos. 462 and 463", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 1.5 acres of land, File No. 23552, on the southerly side of the Eugene-Springfield Highway, just east of 5th Street in Springfield, Lane County, for not less than \$8,500. No access is to be allowed to the Eugene-Springfield Highway. The State retains the right, but not the obligation, to maintain existing drainage facilities across a portion of the property. Approval of the Bureau of Public Roads is not required. (See "Real Property Resolution No. 462".)
- (2) 625 square feet of land, File No. 12610, on the westerly side of the Oregon Coast Highway at Alder Avenue in the City of Coos Bay in Coos County, for not less than \$675. No access is to be allowed to the Oregon Coast Highway. Approval of the Bureau of Public Roads is not required.
- (3) 3 acres of land, File No. 22230, adjacent to the North Santiam Highway, just easterly from the Joseph Street Interchange in Marion County, for not less than \$3,000. Approval of the Bureau of Public Roads is not required. (See "Real Property Resolution No. 463".)

The Chairman inquired concerning the signboard and junkyard clause included in these sales as to whether they are firm exclusions. The Chief Counsel replied that in his opinion they are and that the property is offered for sale on that basis.

"Indentures of Access" for changes in location of five points of access were presented by the Right of Way Engineer. These changes, he said, are requested for the convenience of the property owners and for the safety of the traveling public. The Commission approved the following "Indentures":

- (1) Murchison Property, File No. 32611, on the northerly side of "E" Street along the Redwood Highway in Grants Pass, Josephine County, for a change in location and an increase in width to 40 feet of one point of access, unrestricted as to use. Approval of the Bureau of Public Roads was given January 27, 1966.
- (2) Schrader Property, File No. 32612, on the northerly side of "E" Street along the Redwood Highway in Grants Pass, Josephine County, for a change in location and increase in width to 40 feet for one point of access, unrestricted as to use. The Bureau of Public Roads approved the change January 27, 1966.

- (3) Edward Hines Lumber Company and U.S. Department of Agriculture (Forest Service), File Nos. 21613 and 25926, on the westerly side of the Central Oregon Highway, south of Hines, Harney County, for removing the use restriction and transfer to the Forest Service of an existing point of access originally granted to the Hines Lumber Company in 1954. The Forest Service wishes to connect to a Forest Highway at this access point. The change has been approved by the Bureau of Public Roads.
- (4) Freeway Investments Company, File No. 27743, for a change in location of one point of access with unrestricted use on the McVay Highway near its connection to the Pacific Highway in Lane County. The access was originally granted at Engineer's Station A-11+15 but was moved to A-5+25. This action is to move the access to the original location at Station A-11+15. The change has been approved by the Bureau of Public Roads.
- (5) Southwest Investment Company, File Nos. 18707 and 19007, for a change in location of three points of access to serve a proposed development lying on the southerly side of the Tigard-Newberg Section of the Pacific Highway West in Washington County. The change has been approved by the Bureau of Public Roads with the understanding that Civil Right's language will be included in the instrument.

Consideration was given to a Grant of Access to Ernest and Mabel Wilson, File No. 5492, to the Lombard-Killingsworth Section of the N. E. Portland Highway in Multnomah County. The Right of Way Engineer stated that it is proposed that the point of access be on the northerly side of the highway, between 45th and N. E. 51st Avenues. The Wilsons are to pay to the State the sum of \$1,000 for the access. Approval of the Bureau of Public Roads is not required. Following the Right of Way Engineer's favorable recommendation, the Commission approved the access.

The Commission also considered granting of access to Mr. and Mrs. Earl W. Hartman and Mr. and Mrs. Bert C. Morris, File No. 21817, on the Mill City-Niagara Section of the North Santiam Highway in Marion County. The Right of Way Engineer explained that access had inadvertently been denied several years ago. He recommended that the access be granted at this time. The Commission approved the access.

A release and grant of access to Joe B. and Geneva C. Long on the Hendricks Bridge Section of the McKenzie Highway in Lane County, was presented by the Right of Way Engineer. By way of explanation he stated that in the original right of way transaction the State had included the obligation of constructing two accesses on the KR Line of the Kanoff County Line connection with the relocated McKenzie Highway. It was not feasible to construct one of the accesses because of a 20-foot fill in front of it. In

lieu of this, the State built an approach to an outlet road which enters the highway at Station 591+60. This was done as a State project. The Longs have consented to this change and are releasing the State from its original obligation. Following the Right of Way Engineer's recommendation, the Commission approved the release and grant of access.

The Right of Way Engineer reported that six bids had been received for a demolition contract to remove the former Seufert warehouse building on the West Fremont Interchange Section of the Stadium Freeway in Portland, Multnomah County. The low bidder was John L. Jersey, Inc., in the amount of \$3,450 and he recommended that the contract be awarded to the low bidder. The Commission accepted his recommendation, and authorized the Secretary to sign the contract in their behalf.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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. 2225 through 2245", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For additional information, see the Chief Counsel's letter dated April 20, 1966, entitled "Recommendations for Condemnation", in the Salem Office General Files.)

A written report of cases tried in court since the last Commission meeting was presented by the Chief Counsel. He mentioned that the number of these cases runs about double the normal amount. The Chairman inquired as to about how much the verdicts run above the offers made by the State. The Chief Counsel replied that those presented at this meeting are in total about 35% above the offers which, he said, is about the same percentage as most other States experience. The Chairman then inquired if there is an increase in number of cases which are being condemned in court. The Chief Counsel replied that the number of condemnation suits is increasing. With the average verdict approximately 35% above the average offer, the Chairman wondered if a fair break is being given to property owners who settle without going to court. He inquired as to whether the appraisal methods are proper. The Chief Counsel replied that requirements made by the Bureau of Public Roads and State law dictate to a certain extent appraisal methods. He pointed out that only a small percentage of right of way parcels are acquired by condemnation. Some of the verdicts rendered are based on points of view other than presented by the State, and he mentioned the Schnitzer Property which had been State appraised at \$15,000 and at approximately the same figure by an independent appraiser. The jury verdict, however, was \$44,000. He also mentioned a case in Umatilla in which the offer was \$17,750 and the property owner's witness testified to a value of \$29,000. The jury, however, awarded the owner \$35,000. The Commission accepted the report which is summarized as follows:

(Report of Condemnation Cases Tried on following page)

April 21, 1966

# 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-4809 Ader Grogan, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	\$ 1,900.00	\$22,375.00	\$ 3,000.00
L-4925 Mike Hosey, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	8,650.00	15,000.00	11,300.00
L-4905 Lowell Merton Hursh, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	1,100.00	5,000.00	3,500.00
L-4876 E. C. Finley, et ux.	Coos	Coos Bay-Roseburg	Rink Creek-Myrtle Point	1,140.00	3,950.00	2,000.00
L-4909 Stanley Schrag, et al.	Coos	Powers	Hoffman Bridge-Whiskey Creek	1,090.00	5,000.00	2,000.00
L-4673 Charles A. Berry, et ux.	Josephine	Pacific	Douglas County Line	5,400.00	8,750.00	6,800.00
L-4795 Lewis Wyman, et al.	Lane	McKenzie	Mill Creek-Belknap Springs	1,225.00	2,600.00	4,000.00
L-4821 Everett S. Lawrence, et ux.	Lincoln	Corvallis-Newport	Newport-Toledo	1,100.00	7,500.00	6,000.00
L-4584 Dale Turnidge, et ux.	Marion	Pacific	North Jefferson Junction-Albany	2,000.00	9,000.00	7,000.00 before filing complaint (original appraisal) 7,000.00 prior to trial (revised appraisal)

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## (Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4934 Scott Chapman, et ux.	Morrow	Old Oregon Trail	Irrigon Junction-Umatilla County Line	\$ 2,150.00	\$ 9,050.00	\$10,000.00
L-4730 James Gordon, et al.	Multnomah	Mt. Hood	Gully Route Connection	14,850.00	19,950.00	15,675.00
L-4212 Schnitzer Realty Co., Inc., et al.	Multnomah	Pacific	East Bank Freeway	11,500.00	56,700.00	44,500.00
L-3930 Central Paving Co., et al.	Polk	Willamina-Salem	Bonneville Station-Patterson Avenue	885.00	3,500.00	2,500.00
L-4860 Harvey G. Wheeler, et al.	Polk	Salem-Dayton	Orchard Heights Road-Edgewater Street	5,000.00	17,500.00	7,200.00
L-4962 Ollie Walker, et ux.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	17,750.00	25,000.00	35,000.00
L-4992 Budd H. Ross, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	47,550.00	65,000.00	55,000.00
L-4525 Don B. Callahan, et al.	Jackson	Pacific	Wall Creek-California Line	37,540.00	85,000.00	72,700.00

(For additional details, see the Chief Counsel's letters dated April 18 and April 20, 1966, concerning Cases Tried in Court.)

A Report of Cases Settled since the last Commission meeting was also presented by the Chief Counsel. The total settlements, he said, are approximately 7% above the total offers. Commissioner Fridley inquired if

April 21, 1966

the proposed settlements are clear on the basis of review appraisals. The Chief Counsel replied that the documentation required by the Bureau of Public Roads must show reasons for increases and it was his opinion that appraisals and the settlements are in good order. The Commission accepted the report which is summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4974 Leo B. Bunker, et ux.	Columbia	Columbia River	Delena-Rainier	\$ 1,850.00	\$ 1,850.00
L-4788 Samuel O. Hawkins, Sr., et al.	Douglas	Pacific	Canyonville-Josephine County Line	2,645.00	2,750.00
L-4938 Federal Sign and Signal Corp., et al. (C.H. Parkway)	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	3,340.00	3,162.00
R-38234 Fotes Tsobanoglau and Marika Choban, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	350.00	500.00
R-38249 Olive Moffitt, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	None (Appraised at \$27,000)	30,500.00
L-4973 Robert C. Blower, et al.	Lincoln	Corvallis-Newport	Toledo-Eddyville	3,100.00	3,500.00
L-4935 J. B. Sturgill, et al.	Jefferson	The Dalles-California	Madras	10,500.00	22,000.00 (Elmer Kolberg appraised property at \$23,000)
L-4907 George N. Speropulos, et al.	Baker	Old Oregon Trail	Farewell Bend State Park	18,225.00 for 190 acres 13,875.00 for 160 acres	15,500.00 for 160 acres

(Option calls for drilling of well to re-establish water supply. In event water is not located of quantity and quality in well taken, then the option to be re-negotiated.)

April 21, 1966



## (Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4796 Vernon L. Iverson, et ux.	Lane	McKenzie	Mill Creek- Belknap Springs	\$ 1,000.00	\$ 1,400.00
(Administrative Review Board recommends this settlement on basis of results of trial for other properties on same line.)					
L-4859 Marvin Lewis, et al.	Polk	Salem-Dayton	Orchard Heights- Edgewater Street	4,700.00	7,000.00
(Review Appraisal \$6,700.00.)					
L-4716 Leland Stanford Johns, et al.	Douglas	Pacific	Canyonville- Josephine County Line	27,800.00	30,900.00
L-4752 E. L. Johns, et al.	Douglas	Pacific	Canyonville- Josephine County Line	7,100.00	8,100.00
L-4733 E. L. Johns, et al.	Douglas	Pacific	Canyonville- Josephine County Line	750.00	1,000.00
					40,000.00
(Each settlement is contingent upon the other. Recommended by the Adm. Rev. Bd.)					
L-4908 A. F. Knudsen, et ux.	Washington	Beaverton- Tigard	Sunset Highway- Pacific Highway	2,400.00	3,150.00
(Review Appraisal \$3,150.00.)					
L-4997 Sam R. Jost, et al.	Washington	Beaverton- Tigard	Sunset Highway- Pacific Highway	25,850.00	27,000.00
L-5005 Roy A. Nadon, et al.	Clatsop	Columbia River	Burnside- Big Creek	460.00	750.00

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## (Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4576 Pacific Coast Land Co., et al.	Lincoln	South Newport State Park		\$ 720.00	\$ 2,700.00
L-4577 Pacific Coast Land Co., et al.	Lincoln	South Newport State Park		480.00	3,000.00
L-4578 Pacific Coast Land Co., et al.	Lincoln	South Newport State Park		480.00	2,700.00
					8,400.00
(State's appraisal \$5,200. Defendant demanded \$13,200.)					
R-37168 Wayne Oakley, et al.	Linn	Santiam	Market Drive- Sodaville	None	3,000.00
(Appraisal of damage to abutting property by reason of grade change indicates settlement at \$3,000 is justified.)					
L-4988 Fick Bros., Inc., et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	36,600.00	36,000.00
(This settlement at \$36,000 together with removal work by State represents at most an increase of only \$768 over original offer.)					
L-4961 Maggie Mae Green, et al.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	4,825.00	5,250.00
(Revised Review Appraisal \$5,000.00)					
L-4834 Ralph G. Coan, et al.	Washington	Beaverton- Tigard	Sunset Highway- Pacific Highway	15,750.00	22,000.00
(Revised Review Appraisal \$20,650.00.)					
R-30685 Weyerhaeuser Lumber Company	Lane	Eugene- Springfield	Mohawk Road- McKenzie Highway	131,010.00	141,010.00
(Involved in this settlement is the agreement of company to relocate and protect a 42" effluent line running from its paper mill to river. This agreement allows State to eliminate from its construction plans an item calling for a concrete "structural plate arch" 286 ft. in length (estimated cost \$30,000.)					

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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>
R-37226 & R-37228 Julia Anderson	Curry	Oregon Coast	Floras Creek	None	\$ 1,650.00

REPORT OF OTHER CASES SETTLED

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Settlement</u>
L-4446 White Bros. Oregon Construction Company	State of Oregon	Marion	Additional com- pensation and damages on Contract No. 5828 Rhinehart-Elgin Section Wallowa Lake Highway	\$42,175.77	\$6,200.00

(For additional details, see the Chief Counsel's letters dated April 18, 20 and 21, 1966, concerning Cases Settled.)

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

BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37521 - Arlene Bailey Arp. 0.05 acre for right of way purposes. Offer of \$1,490.00 approved by Mr. Simpson March 16, 1966.

R-37528 - W. D. Charlton. 0.02 acre for right of way purposes. Offer of \$175.00 approved by Mr. Simpson March 17, 1966.

R-37530 - Floyd C. Anderson, et ux. Parcel No. 1: 170 square feet for right of way purposes; Parcel No. 2: 30 square feet for permanent easement; Parcel No. 3: 70 square feet for temporary easement. Offer of \$650.00 approved by Mr. Simpson April 11, 1966.

R-37531 - Bernard S. Safranski, et ux. Parcel No. 1: 50 square feet for right of way purposes; Parcel No. 2: 150 square feet for permanent easement; Parcel No. 3: 350 square feet for temporary easement. Offer of \$50.00 approved by Mr. Simpson March 24, 1966.

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BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY CONT.

R-37533 - Sarah A. Richard. Parcel No. 1: Acquisition of access; Parcel No. 2: 40 square feet for permanent easement; Parcel No. 3: 220 square feet for temporary easement. Offer of \$25.00 approved by Mr. Simpson March 24, 1966.

R-37538 - Earl J. Anderson, et ux. Parcel No. 1: 180 square feet for right of way purposes; Parcel No. 2: 1,050 square feet for permanent easement. Offer of \$815.00 approved by Mr. Simpson March 17, 1966.

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

R-38235 - Harold G. Corby, et ux. 0.072 acre for right of way purposes. Offer of \$1,000.00 approved by Mr. Simpson February 11, 1966.

R-38236 - Harold G. Corby, et ux. 0.05 acre for right of way purposes. Offer of \$20,000.00 approved by Mr. Simpson March 3, 1966.

R-38238 - Sunset Realty Co. Parcel No. 1: 6.3 acres for right of way purposes; Parcel No. 2: 3.6 acres for right of way purposes; Parcel No. 3: 0.21 acre for right of way purposes; Parcel No. 4: 0.04 acre for permanent easement; Parcel No. 5: 0.06 acre for permanent easement. Offer of \$52,300.00 approved by Mr. Jackson March 25, 1966.

R-38240 - Michael A. Smullen, et ux. Parcel No. 1: 0.27 acre for right of way purposes; Parcel No. 2: 0.03 acre for right of way purposes. Offer of \$4,000.00 approved by Mr. Simpson March 25, 1966.

R-38252 - Ermen M. Scott, et ux. 0.5 acre for right of way purposes. Offer of \$10,500.00 approved by Mr. Simpson March 16, 1966.

R-38253 - Cedar Hills Co. Parcel No. 1: 3,850 square feet for right of way purposes; Parcel No. 2: 0.75 acre for right of way purposes; Parcel No. 3: 0.23 acre for right of way purposes; Parcel No. 4: 0.37 acre for right of way purposes; Parcel No. 5: 7,150 square feet for permanent easement; Parcel No. 6: 2,040 square feet for permanent easement. Offer of \$19,500.00 approved by Mr. Fridley March 29, 1966.

COVE PALISADES STATE PARK

R-36810 - Robert I. Wheeler, et ux. 20 acres for park purposes. Offer of \$1,000.00 approved by Mr. Jackson March 16, 1966.

DELAKE SECTION OF THE OREGON COAST HIGHWAY

R-38980 - Hubert S. Mahon, et ux. Parcel No. 1: 0.11 acre for right of way purposes; Parcel No. 2: 0.6 acre for permanent easement. Offer of \$275.00 approved by Mr. Jackson March 22, 1966.

R-38983 - Richard A. Sherrell, et ux. Parcel No. 1: 0.09 acre for right of way purposes; Parcel No. 2: 0.25 acre for permanent easement. Offer of \$475.00 approved by Mr. Jackson March 14, 1966.

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DELAKE SECTION OF THE OREGON COAST HIGHWAY CONT.

R-38986 - Lawrence G. Castle, et ux. Parcel No. 1: 0.04 acre for right of way purposes; Parcel No. 2: 0.04 acre for permanent easement. Offer of \$700.00 approved by Mr. Jackson March 14, 1966.

DELENA-RAINIER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37874 - Roy K. Ferguson, et ux. Parcel No. 1: 4.6 acres for right of way purposes; Parcel No. 2: 0.31 acre for permanent easement. Offer of \$8,000.00 approved by Mr. Simpson March 24, 1966.

R-37883 - Stanley Chipura, et ux. Parcel No. 1: 4.9 acres for right of way purposes; Parcel No. 2: 0.13 acre for right of way purposes; Offer of \$1,570.00 approved by Mr. Simpson March 17, 1966.

R-37886 - Frank Rinck. 9.0 acres for right of way purposes. Offer of \$2,980.00 approved by Mr. Simpson March 17, 1966.

FLORAS CREEK UNIT OF THE OREGON COAST HIGHWAY

R-37223 - Port Orford-Langlois School District No. 2CJ. 0.51 acre for right of way purposes. Offer of \$525.00 approved by Mr. Jackson March 30, 1966.

FLORENCE-CUSHMAN SECTION OF THE SIUSLAW HIGHWAY

R-38094 - Irma Erhart, et al. 0.03 acre for permanent easement. Offer of \$1,000.00 approved by Mr. Jackson March 16, 1966.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-35109 - Pacific Power and Light Company. 20,700 square feet for right of way purposes. Offer of \$23,000.00 approved by Mr. Fridley March 30, 1966.

R-36112 - First National Bank of Oregon. 2,375 square feet for right of way purposes. Offer of \$39,500.00 approved by Mr. Fridley March 17, 1966.

R-36114 - Kathryn Thielemann. Parcel No. 1: 5,900 square feet for right of way purposes; Parcel No. 2: 200 square feet for right of way purposes. Offer of \$23,800.00 approved by Mr. Simpson March 18, 1966.

LOWER BOONES FERRY ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-38282 - Ernest I. Smith. 0.75 acre for right of way purposes. Offer of \$6,500.00 approved by Mr. Simpson March 16, 1966.

R-38934 - Cecil L. Finley, et ux. 0.23 acre for right of way purposes. Offer of \$4,000.00 approved by Mr. Simpson March 24, 1966.

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MARINE STATE PARK ON THE COLUMBIA RIVER

R-38098 - Leif Knutsen. 36.0 acres for park purposes. Offer of \$1,600.00 approved by Mr. Fridley March 17, 1966.

McVAY RAILROAD OVERCROSSING SECTION OF THE McVAY HIGHWAY

R-37309 - Geraldine Toohey. 0.35 acre for right of way purposes. Offer of \$4,510.00 approved by Mr. Jackson March 8, 1966.

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

R-38713 - Nellie B. Louvring. 0.04 acre for right of way purposes. Offer of \$250.00 approved by Mr. Jackson March 16, 1966.

R-38715 - Lloyd W. Strand, et ux. 0.3 acre for right of way purposes. Offer of \$1,200.00 approved by Mr. Jackson March 15, 1966.

R-38862 - William G. Sullivan, et ux. 882 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Jackson March 15, 1966.

R-39008 - F. B. Simmons, et ux. Parcel No. 1: 2.6 acres for right of way purposes; Parcel No. 2: 0.21 acre for right of way purposes. Offer of \$9,375.00 approved by Mr. Jackson March 16, 1966.

MORROW COUNTY LINE-STANFIELD JUNCTION SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-37962 - F. H. Williams. 6.52 acres for right of way purposes. Offer of \$2,000.00 approved by Mr. Fridley March 3, 1966.

MT. ANGEL-SILVERTON SECTION OF THE HILLSBORO-SILVERTON HIGHWAY

R-37795 - O. L. Jackson, et ux. Parcel No. 1: 1.8 acres for right of way purposes; Parcel No. 2: 0.03 acre for permanent easement. Offer of \$5,450.00 approved by Mr. Jackson March 15, 1966.

R-38679 - Robert F. Budrow, et ux. 300 square feet for right of way purposes. Offer of \$765.00 approved by Mr. Jackson April 5, 1966.

R-39161 - Fred R. Fetsch, et ux. 0.73 acre for right of way purposes. Offer of \$750.00 approved by Mr. Jackson April 7, 1966.

NEHALEM BAY STATE PARK

R-35298 - Frederick A. Valentine. 5,000 square feet for park purposes. Offer of \$500.00 approved by Mr. Jackson March 11, 1966.

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

R-36446 - Lovie Huffman, et al. 6,221 square feet for right of way purposes. Offer of \$6,220.00 approved by Mr. Simpson March 17, 1966.

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STEWART BRIDGE SECTION OF THE JOHN DAY HIGHWAY

R-38510 - George MacKay, et ux. Parcel No. 1: 0.09 acre for right of way purposes; Parcel No. 2: 0.4 acre for temporary easement. Offer of \$100.00 approved by Mr. Fridley April 5, 1966.

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

R-37939 - Gaea, Inc. 0.06 acre for right of way purposes. Offer of \$900.00 approved by Mr. Simpson March 30, 1966.

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

PUX 572: Application of the State Highway Commission to construct a crossing at grade between relocated Hindman Road and the tracks and right of way of Union Pacific Company approximately  $1\frac{1}{2}$  miles southeast of Oxman on the Old Oregon Trail in Baker County. The order was issued March 10, 1966. The Commission accepted the report.

Legal proceedings which have been instigated since the last Commission meeting were reported by the Chief Counsel concerning the following cases:

- (1) Edna G. Dussler vs. the State Highway Commission concerning an "inverse condemnation" in which the plaintiff seeks to recover from the State \$10,000 in alleged damages to her property located below Tidewater on the Alsea Highway in Lincoln County. The plaintiff alleges that the State diverted water over her property causing erosion of soil and undermining of the house.
- (2) Eva Weitzel vs. the State Highway Commission and two of its employees, Robert W. Booth and Daniel Eigwen. Plaintiff seeks \$663.90 for special damages and \$15,000 for general damages for toxic chemicals which were allegedly placed in the air near the plaintiff's home along Highway 30 in Malheur County when the State sprayed weeds along the roadside.
- (3) Brady Ross Baker, a minor, and Gilbert R. Baker, vs. the State Highway Commission and Robert Lee Quinn, an employee. Plaintiffs seek \$25,000 general damages and \$188 in special damages allegedly caused by a State Highway snow plow when it drove onto the wrong side of the McKenzie Highway in Lane County and struck the plaintiff's car.

- (4) Dolores L. Anderson, administratrix for Perry A. Anderson, deceased, vs. State Highway Commission. Plaintiff seeks \$25,000 general and \$1,468 special damages because of alleged negligence by the State in not putting up warning signs on the Santiam Highway in Lane County.

Appropriate defenses will be made on the part of the Commission and defense of the State employees will be rendered to the State's insurance carrier where equipment is involved. The Commission accepted the report.

Attention was given to a request for a Consent to Annexation to the Depoe Bay Rural Fire Protection District in Lincoln County of a portion of the Oregon Coast Highway. The Chief Counsel stated that the request is non-controversial and a form of consent has been prepared containing the specific condition that the highway right of way to be annexed is not to be subject to taxation or assessment by the District. Following his favorable recommendation, the Commission approved the Consent to Annexation and authorized the Secretary to sign it in their behalf.

A quarterly report of property damage claims against others was presented by the Chief Counsel covering the period from January 1 to March 31, 1966. He reported \$14,609.56 had been collected. During this same period, 40 claims were abandoned because the persons could not be found, or the claims were too small to warrant prosecution, or for other reasons which made collection not feasible. The Commission accepted the report.

A proposed exchange of land with the State Department of Forestry for the benefit of Silver Falls State Park was discussed. The Deputy Engineer explained that when the park property was originally set up there were several parcels which were not contiguous to the main body of park land. An exchange has now been worked out by which 280 acres of state park land can be traded for 400 acres of State Forestry land. Appraisals indicate that the properties are of equal value. The property to be acquired adjoins the existing park property. Based upon his favorable recommendation, the Commission approved the exchange.

A resolution was presented by the Deputy Engineer authorizing the Engineer, or his designated assistant, to enter into contracts with electric utility companies for purchase of power not to exceed \$150 per month and for advance payment for installation of new power lines not to exceed \$1,000, and for a term of not more than five years. He recalled that the Commission had previously authorized similar agreements under "Authorization Resolution No. 35" dated January 30, 1964. The original resolution, however, did not allow the advance payment for installation of new power lines. The purpose of the original resolution and this one is primarily for electrical needs in state parks. The Commission accepted his recommendation for approval and thereupon adopted "Authorization Resolution No. 35a", which resolution by this reference is made a part hereof and filed in the Secretary's Office. The Commission also rescinded "Authorization Resolution No. 35".

Requests for increases in project authorizations on the following contracts were requested by the Deputy Engineer and granted by the Commission:

- (1) Contract No. 6630 for overnight camping facilities at Carl G. Washburne State Park in Lane County, for an increase of \$16,333.41 (10.45 percent). Principal reasons for the overrun were given as engineering costs caused by extra time to complete the project and the placing of tile on the floors and walls of two utility buildings.
- (2) Contract No. 6746 for screen planting on the Bridal Veil-Cascade Locks-The Dalles Project on the Columbia River Highway in Multnomah, Hood River and Wasco Counties, for an increase of \$1,603.75 (11.2 percent). Major cause for the overrun was the need for raising the planting area at Cascade Locks as ground water made it unsuitable for planting of trees.

An increase in salary for the State Highway Engineer was considered. The Deputy Engineer explained that during the last session of the Legislature the annual salary of the State Highway Engineer was set in the range of \$18,360 to \$21,840; however, the law allowed the salary to be increased only to \$20,400 starting July 1, 1965. Under the law, the salary may be increased to \$21,840 per year starting July 1, 1966. The Commission authorized payment at the rate of \$21,840 per year beginning July 1, 1966.

The matter of entering into an understanding with the State Board of Higher Education by which the Highway Commission would underwrite the cost of a road and highway needs and cost distribution study was brought up by the Deputy Engineer. This study, he said, has been requested by the Legislative Interim Committee on Highways. The Transportation Research Institute at Oregon State University has agreed to undertake the assignment for the sum of \$183,308. In addition to this, the State Highway Department is to furnish certain data and consultation assistance at an estimated cost of \$90,000. A procedure has been developed whereby no formal agreement between the Transportation Research Institute and the Highway Commission is necessary but monthly billings submitted by the Board of Higher Education can be approved for payment. This procedure, he said, was approved by the Chairman on March 15, 1966, and he requested that it be confirmed. The plan was confirmed by the Commission.

Chairman Jackson commented that it should be clearly understood that the Highway Department's function in this study is only to provide information which will reveal the facts, and only such information as is requested should be furnished. The Deputy Engineer then remarked that he had been asked to serve on a committee supervising this study, and he inquired as to whether he should act in that capacity. The Chairman stated that in order to maintain a neutral attitude it would be better if the Commission could delegate someone to serve whose normal functions do not involve policy matters.

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Surveys for the construction or reconstruction of state highways were presented by the Deputy Engineer. Following his favorable recommendation, the Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 307 through 311", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) State Street-North Santiam Highway Section of the Silver Creek Falls Highway in Marion County, covering a distance of 1.04 miles. (See "Survey Resolution No. 307").
- (2) Gap-Tygh Grade Summit Section of The Dalles-California Highway in Wasco County, a distance of 6.16 miles. The Commission also established this section as a throughway. (See "Survey Resolution No. 308").
- (3) South Pendleton Interchange-Court Place Section of the Oregon-Washington Highway in Umatilla County, a distance of 0.85 mile mostly within the City of Pendleton. A public hearing was held March 31, 1964. The Commission also established this section as a part of the primary highway system and adopted it as a throughway. (See "Survey Resolution No. 309").
- (4) 19th Street-East City Limits Section of the McKenzie Highway in the City of Springfield, Lane County, a distance of 5.32 miles. A public hearing was held on March 9, 1966. (See "Survey Resolution No. 307").
- (5) La Grande Section of the Old Oregon Trail (I-80N) in Union County, 6.39 miles in length. A public hearing was held on January 27, 1966. (See "Survey Resolution No. 310").
- (6) Biddle Road Interchange on the Crater Lake Highway in the Medford area in Jackson County, a distance of 0.39 mile. A public hearing was held on March 22, 1966. (See "Survey Resolution No. 311").

Attention was given to a request made by the City of Prineville for annexation to the City of a stockpile site in Lot 1, Block 4, Johnson's Addition to the City of Prineville, Crook County. The Deputy Engineer stated that the request had been investigated, and as it is not detrimental to the interest of the Highway Department he recommended that the consent be approved. His recommendation was accepted and the Commission authorized the Secretary to sign the consent in their behalf.

The Deputy Engineer reported that the City of Medford plans to construct four-lanes on Barnett Road from the old Pacific Highway easterly to the ramp terminals of the Barnett Road Interchange on the Pacific Highway (I-5). If this facility is to function properly, it will be necessary for

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the State to construct a tapered section from the City's four-lane facility easterly to connect to the State's southbound on ramp and the two-lane structure over Interstate 5. He estimated cost of the project at \$25,000 and recommended that it be approved as a State project. The Commission approved the project.

A proposal was made by the Deputy Engineer by which approximately 500,000 cubic yards of borrow material from the Johnson Street-Montgomery Street Unit of the Stadium Freeway in Portland will be used for a fill on the Sunset Highway from the zoo easterly to the west portal of the tunnels. Cost of the excavation, he said, will be paid by Interstate funds, but the cost of hauling and placing, etc., must come from other funds if the material is used on the Sunset Highway. No other material source is economically available and the material to be removed from the depressed section of the Stadium Freeway must be disposed of in some manner. He requested authority to expend approximately \$700,000 in State funds on the Sunset Highway, including sewer relocation; retaining wall construction; clearing, grubbing and miscellaneous work as well as the hauling and placing of the material from the Stadium Freeway. The Commission approved the request.

Redesignation of a portion of the I.O.N. Secondary Highway No. 456 was brought up by the Deputy Engineer. A portion of the I.O.N. Highway, 5.89 miles, from a junction with the Jordan Valley Secondary Highway No. 458, west of Jordan Valley, to a junction with the same highway north of Jordan Valley has never been constructed. The I.O.N. Highway has been routed over the Jordan Valley Secondary Highway No. 458. He recommended that the Jordan Valley Highway be designated as a part of the I.O.N. Highway and that the Jordan Valley Secondary Highway No. 458 be deleted from the State Highway Secondary system. The Commission accepted his recommendation and thereupon adopted "Secondary Highway Designation Resolution No. 69", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission also considered a change in the designated route of the Pendleton-John Day Highway, north of John Day. The southern end of the designated route of the Pendleton-John Day Highway, the Deputy Engineer said, has never been constructed. The route that is being used follows the Beech Creek Secondary Highway No. 401 into Mt. Vernon. He recommended that the Beech Creek Highway be removed from the state secondary system and that the route of the Pendleton-John Day Highway follow the route of the Beech Creek Secondary Highway No. 401 to a junction with the John Day Highway, U. S. Route 26, in Mt. Vernon, and that the designated but not constructed leg of the Pendleton-John Day Highway from a point north of John Day to John Day be removed from the primary highway system. This action will result in a decrease of 1.66 miles in designated mileage. The Commission accepted his recommendation and thereupon adopted "Primary Highway Designation Resolution No. 38", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

In connection with the Commission's action in redesignation of the Pendleton-John Day Highway, north of Mt. Vernon, the Deputy Engineer observed that the Commission had previously approved \$250,000 for an overlay project on the Beech Creek Secondary Highway. As the Beech Creek Secondary

Highway has now been redesignated as the Pendleton-John Day Highway, it is desirable to do more work than originally contemplated. He estimated the cost of bringing a 2½-mile section of the highway up to present standards at \$530,000 or an increase of \$280,000 over the previous allocation. The Commission accepted his recommendation for the increase of \$280,000.

The Deputy Engineer reported that a slide has developed on the Corvallis-Newport Highway at M. P. 1.9 near Newport. He estimated the cost of correcting the slide at \$75,000 and recommended that the project be placed on the current State Construction Program. The Commission accepted his recommendation.

Construction of an orthotropic deck and girder span to replace Battle Creek culvert, south of Salem, on the Pacific Highway East in Marion County was brought up by the Deputy Engineer. He reported that the culvert is not functioning as it should and the structure should be replaced. Previous consideration has been given to constructing an experimental type of structure with an orthotropic deck and the Battle Creek site would be ideal. He recommended that the project be approved as an addition to the current State Construction Program at a cost of not more than \$100,000. The Commission approved the project.

Confirmation was requested by the Deputy Engineer of the Chairman's action of March 24, 1966, extending by seven miles a previously approved project on the Chemult-Diamond Lake Section of The Dalles-California Highway as a part of the 1966 State Construction Program. Originally \$550,000 had been allotted to this project, however, pavement breakup is occurring southerly from the original project and extensive repairs must be undertaken this season. The additional mileage will increase the cost of the entire project to \$950,000 or an increase of \$400,000 over the original allocation. The Commission confirmed the Chairman's action.

The Commission also considered extension of a project for paving sections of the Coos Bay-Roseburg Highway in Coos and Douglas Counties. The original allocation of \$250,000, the Deputy Engineer said, is for covering existing temporary oil mat surfaces with asphaltic concrete. It is desirable to extend the project to cover all the units recently constructed with a temporary surface. This would mean providing an asphaltic concrete surface between Powers Junction and Slater Creek, east of Remote, with the exception of a 1.5-mile section through Remote upon which no new work has been done. The proposed project, he said, will cost \$360,000 or an increase of \$110,000 above the original allocation. The Commission accepted his recommendation that the work be done.

Some additions and one deletion on the 1966 State Construction Program were presented by the Deputy Engineer. The projects involve widening and replacing of bridges in Divisions II, III, IV and V and the deletion of work on the Whiting Slough Bridge on the Central Oregon Highway. Based upon his favorable recommendation, the Commission approved the projects as a part of the 1966 State Construction Program as follows:

(1966 State Construction Program on following page)



## STATE CONSTRUCTION PROGRAM

HIGHWAY	NO.	SECTION	M.P.	TYPE OF WORK	AMOUNT
<u>ADD:</u>					
		<u>DIVISION II</u>			
Corvallis-Newport	33	Wren Overcrossing	45.68	widen	\$ 65,000
<u>ADD:</u>					
		<u>DIVISION III</u>			
Territorial	200	Long Tom River	18.72	replace wooden bridge	60,000
Territorial	200	Long Tom River Overflow	19.28	replace bridge	175,000
Williams Secondary	261	Williams Creek	13.09	reconstruct bridge	45,000
<u>ADD:</u>					
		<u>DIVISION IV</u>			
Klamath Falls-Lakeview	20	U.S.R.S. "B" Canal	9.77	replace bridge	40,000
<u>DELETE:</u>					
		<u>DIVISION V</u>			
Central Oregon	7	Whiting Slough Bridge	133.26	bridge	22,500
<u>ADD:</u>					
John Day-Burns	48	Silvies River Slough	67.73	bridge	22,500
Cove Secondary	342	Grande Ronde River	9.44	bridge	90,000
John Day	5	Mt. Vernon Bridge	152.33	bridge	<u>250,000</u>
					\$725,000

A project for the construction of additional traffic lanes on the Murphy Hill Section of the Salmon River Highway in Polk County was considered. The Deputy Engineer stated that the project covers 1.47 miles beginning approximately three miles west of Grande Ronde and extending westerly up the east side of Murphy Hill and connecting with a three lane section at the summit of Murphy Hill. The proposed new roadway will have four 12-foot travel lanes with a two-foot median and four-foot shoulders. He estimated the cost of the project at \$650,000 and recommended that it be included in the current State Construction Program. The Commission approved the project.

Contractors requests for extensions of time to complete highway contracts were presented by the Deputy Engineer. He outlined the pertinent facts relating to each request and made his recommendation. After considering his recommendation and other available information, the Commission took action as follows:

- (1) R. A. Heintz Construction Company, Ray Kizer Construction Company and Kizer Equipment Company, Contract No. 6386, on the Siskiyou Summit-

California Line Section of the Pacific Highway in Jackson County, requested an extension of the specified completion date from July 15 to September 11, 1965. The Commission approved an extension for the early unit to August 2, 1965, and to September 11, 1965, for the entire project without assessment of liquidated damages. Approval of the Bureau of Public Roads was received in their letter dated March 21, 1966.

- (2) T and M Construction Company, Contract No. 6686, for construction of the Buck Creek Bridge on Bear Flat Road in Lake County, requested that the specified completion date be advanced from November 30 to December 30, 1965, the actual date of completion. The Commission approved an extension of time of seven calendar days, without assessment of liquidated damages. The Bureau of Public Roads has concurred in this approval by letter of March 18, 1966.
- (3) White Bros. Construction Co., Inc. and Ott-Atwater, Inc., Contract No. 6557, on the Sardine Creek-North Santiam River Section of the North Santiam Highway in Marion and Linn Counties, requested an extension of the specified completion date from September 30 to October 9, 1965. The Commission approved the extension to October 9, 1965, without assessment of liquidated damages. This action confirms telephonic approval received from Chairman Jackson on April 4. Approval of the Bureau of Public Roads was received in their letter of March 23, 1966.
- (4) Rogers Construction, Inc., Contract No. 6553, on the Oakridge-Salt Creek Tunnel Section of the Willamette Highway in Lane County, requested an extension of the specified completion date from September 30 to December 30, 1965. The Commission approved an extension to December 26, 1965, without assessment of liquidated damages. This action confirms telephonic approval received from Chairman Jackson on April 5. Approval from the Bureau of Public Roads was given in their letter dated March 23, 1966.
- (5) Spragues' Inc. of Washington, Contract No. 6531, on the Anlauf-Elkhead Road roadside improvement project on the Pacific Highway in Douglas County, completed the project prior to the specified completion date of June 30, 1965. Subsequently, additional work was required under a price agreement with the understanding that the completion date would be extended to December 1, 1965. The Bureau of Public Roads has concurred in this extension. The Commission confirmed the Chairman's verbal approval of the extension given on April 5, 1966.



- (6) M. C. Lininger & Sons, Inc., Contract No. 6586, for construction of the Ashland Truck Scale Site on the Pacific Highway in Jackson County, completed the contract on October 18, 1965. The specified completion date was October 1, 1965. Subsequently, a price agreement was negotiated with the contractor for the installation of guard-rail which was completed January 15, 1966. The Commission approved an extension of time to December 29, 1965, without assessment of liquidated damages. This action confirmed verbal approval given by the Chairman on April 5. The Bureau of Public Roads approved this extension on March 24, 1966.
- (7) Stach Construction Company, Contract No. 6580, for construction of the Brown Bridge on the Garden Valley Road, FAS 800, in Douglas County, requested that the specified completion date be advanced from December 31, 1965, to January 19, 1966. The Commission approved an extension of time to January 19, 1966, without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter of March 22, 1966.
- (8) J. N. Conley, Inc., Contract No. 6597, on the McEwen-Mason Dam Section of the Sumpter Valley Highway in Baker County, requested an extension of the specified completion date for the early unit from October 31, to December 20, 1965. The Commission denied the request.
- (9) Stach Construction Company, Inc., Contract No. 6742, for the Deep Creek and Twenty Mile Creek Bridges reconstruction on the Warner Highway in Lake County, requested that the specified completion date be advanced from February 28, 1966, to March 12, 1966. The Commission granted an extension to March 4, 1966, without assessment of liquidated damages. Liquidated damages are to be assessed for the period of March 5 to March 11, 1966, and liquidated damages are to be waived for the period of March 12 to March 18, 1966, the date the contract was completed.
- (10) United States Steel Corporation, Contract No. 6268, on the Columbia River Bridge on the Oregon Coast Highway, requested an extension of eight months from the previously extended completion dates of April 30, 1966, for Stage one and November 30, 1966, for Stage two. The Commission approved an extension of time without assessment of liquidated damages to August 31, 1966 on Stage one. The Commission granted an extension of time without assessment of liquidated damages to July 31, 1967 on Stage two.

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- (11) Stach Construction Company, Contract No. 6547, for reconstruction of the Dodge Bridge on the Sams Valley Highway in Jackson County, requested that the specified completion date be advanced from June 15, 1965, to the actual date of completion on October 6, 1965. The Commission extended the completion date to September 5, 1965, without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter of March 28, 1966.
- (12) More Bros., Inc., Contract No. 6506, on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County. The Deputy Engineer recalled that at the March 8, 1966, meeting the Commission had approved adjusting the grade at three locations within this contract. To perform this work, an extension of time to August 1, 1966, without assessment of liquidated damages, was recommended. The Commission confirmed telephonic approval given by the Chairman on April 12, 1966.

The Engineer reported that Contract Nos. 6330, 6441, 6452, 6454, 6470, 6488, 6529, 6531, 6553, 6586, 6653, 6693, 6707, 6709, 6712, 6715, 6734 and 6739 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 or have been accepted by letter by the Commission since the last meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 149", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The next regular Commission meeting date was set for June 2, 1966, in the State Highway Building in Salem. A tentative date for the following meeting was set for July 14, 1966.

The Commission approved the minutes of the meeting held on March 8, 1966.

The Commission confirmed the Chairman's action taken March 23, 1966, approving award of contracts for bids received March 10, 1966, and authorized the Secretary to sign the contracts on the following projects:

#### BIDS RECEIVED IN SALEM MARCH 10, 1966

#### AWARDS MADE MARCH 23, 1966

Stone base and oiling on the Lower Powder Valley (Keating) Section of FAS 499 and 509, easterly of Baker, in Baker County. FAP Nos. S-525(1) and S-482(3). Three bids were received. The Commission elected to accept the low bid of J. C. Compton Company, McMinnville, in the sum of \$46,834.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County is received and the sum of \$10,700.00 is deposited by the County.

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Grading, paving and three structures on the Burnside-Big Creek Section of the Columbia River Highway, east of Astoria, in Clatsop County. FAP No. F-135(7). Seven bids were received. The Commission awarded the contract to the low bidder, Peter Kiewit Sons' Company, Omaha, Nebraska, at \$2,418,842.50.

Roadside improvement on the Columbia River (Astoria) Bridge Approach Section of the Oregon Coast Highway in Astoria, Clatsop County. FAP No. LSF-2(2). Three bids were received. The Commission awarded the contract to the low bidder, All-City Tree & Landscape Service, Portland, at \$41,765.95.

Grading and paving Arizona and 14th Streets in the City of Port Orford, Curry County. State Project. One bid was received. The Commission awarded the contract to the only bidder, G. Woodward, Inc., Coquille, at \$15,560.00.

Drilling wells in the South Umpqua Safety Rest Area, south of Roseburg, in Douglas County. Federal-aid Interstate Highway Project No. I-5-2(51)112. Two bids were received. The Commission awarded the contract to the low bidder, Casey Jones Well Drilling Company, Creswell, at \$3,845.00.

Shoulder oiling on the Rufus-Quinton Section of the Columbia River Highway, west of Arlington, in Gilliam and Sherman Counties. Federal-aid Interstate Highway Project Nos. I-80N-3(50)108 and I-80N-4(18)112. Two bids were received. The Commission awarded the contract to the low bidder, Horton Construction Company, Portland, at \$31,670.00.

Grading and paving on the Woodworth Acres-Parkdale Section of the Hood River Highway, south of Hood River, in Hood River County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, B and K Paving Company, Kelso, Washington, at \$94,028.00.

Drilling wells in the Suncrest Safety Rest Area on the Pacific Highway, south of Medford, in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(61)23. One bid was received. The Commission awarded the contract to the only bidder, Fred Robertson Drilling Company, Central Point, at \$4,500.00.

Grading and paving on the Pelton Dam Road-Agency Plains Section of the Warm Springs Highway, northwesterly of Madras, in Jefferson County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$204,296.00.

Grading and paving on the Washburn Way-Shasta Way Section of FAS 415 in Klamath Falls, Klamath County. FAP No. S-SU-476(2). Four bids were received. The Commission elected to accept the low bid of Rogue River Paving Company, Inc., Medford, in the sum of \$220,658.00 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 \$50,500.00 is deposited by the County.

Stone base and paving on the Harney County Line-Chimney Creek Section of the Central Oregon Highway, west of Juntura, in Malheur County. State Project. Eight bids were received. The Commission awarded the contract to the second low bidder, L. W. Vail Company, Inc., Pasco, Washington, at \$236,184.00, as C. B. Construction Company, Walla Walla, Washington, refused to accept award. (See additional entry ahead.)

Rest Area improvement on the Santiam Safety Rest Area Section of the Pacific Highway, north of Albany, in Marion County. Federal-aid Interstate Highway Project No. I-5-4(39)241. This project was withdrawn from the letting.

Pudding River (Cline) Bridge on the North Howell-Mt. Angel Road FAS 736, southwest of Mt. Angel, in Marion County. Federal-aid Secondary Highway Project No. S-501(2). Thirteen bids were received. The Commission elected to accept the low bid of Hamilton Construction Company, Eugene, in the sum of \$98,651.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Marion County is received and the sum of \$22,200.00 is deposited by the County.

Grading and stone base on the S. E. Division Street-East Burnside Road Section of FAS 728 (S. E. 162nd Avenue) in Portland, Multnomah County. FAP No. SU-546(1). Six bids were received. The Commission elected to accept the low bid of Waybo, Inc., Portland, in the sum of \$200,397.20 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 \$42,400.00 is deposited by the County.

Paving on the S. E. Division Street-East Burnside Road Section of FAS 728 (S. E. 162nd Avenue) in Portland, Multnomah County. FAP No. SU-546(1). Four bids were received. The Commission elected to accept the low bid of Oregon Asphaltic Paving Company, Portland, in the sum of \$74,589.40 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 \$15,800.00 is deposited by the County.

Hebo-Dolph-Neskowin Rock Production Project on the Oregon Coast, Three Rivers and Little Nestucca Highways, south of Tillamook, in Tillamook County. State Project. No bids were received for this project.

Grading, paving and structures on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail, west of Pendleton, in Umatilla County. Federal-aid Interstate Highway Project No. I-80N-5(21)176. Eleven bids were received. The Commission elected to accept the low bid of Rogers Construction Company, Portland, in the sum of \$2,466,946.10 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 paving on the West City Limits-North 1st Street (Hermiston) Section of the Hermiston Highway in Hermiston, Umatilla County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, L. W. Vail Company, Inc., Pasco, Washington, at \$87,007.00.

Oiling on the Eggleston Corner-Strohm Road Section of FAS Route 485, southeasterly of Enterprise, in Wallowa County. FAP No. S-403(3). Three bids were received. The Commission elected to accept the low bid of J. F. Konen Construction Company, Inc., Lewiston, Idaho, in the sum of \$69,882.30 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 \$15,800.00 is deposited by the County.

Whiskey Creek Culvert Section of County Road, FAS 489, east of the City of Wallowa, in Wallowa County. Federal-aid Highway Project No. S-548(1). Six bids were received. The Commission elected to accept the low bid of Williamson and Hammack, Sweet Home, in the sum of \$12,250.00 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 \$2,700.00 is deposited by the County.

Stone shoulders, paving and rock production on the Wapinitia Junction Section of the Wapinitia and The Dalles-California Highways, westerly of Maupin, in Wasco County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$149,200.00.

Roadside improvement on the McMinnville Section of the Three Mile Lane Highway, south of McMinnville, in Yamhill County. FAP No. LSS-107(1). Three bids were received. The Commission awarded the contract to the low bidder, Baltz and Son Company, Portland, at \$48,939.50.

Stone shoulders and paving on the Bend-Lava Butte Section of The Dalles-California Highway, south of Bend, in Deschutes County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Babler Brothers, Inc., Portland, at \$353,294.00.

Stone leveling course, paving and furnishing material in stockpile on the Arlington-Eightmile Road Section of the John Day Highway, at Arlington, in Gilliam County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, L. W. Vail Company, Inc., Pasco, Washington, at \$88,613.50.

Grading and paving on the Gap Ranch-Chickahominy Creek Section of the Central Oregon Highway, west of Burns, in Harney County. Six bids were received. The Commission awarded the contract to the low bidder, C. B. Construction Company, Walla Walla, Washington, at \$265,350.00.

Grading and paving on the Cogswell Creek-State Line Section of the Fremont Highway, south of Lakeview, in Lake County. Five bids were received. The Commission awarded the contract to the low bidder, Percy E. Jellum Contractor, Inc., Pendleton, at \$299,333.00.

Grading and oiling on the Webb Slough Section of the Pendleton-John Day Highway, south of Nye Junction, in Umatilla County. Two bids were received. The Commission awarded the contract to the low bidder, C. B. Construction Company, Walla Walla, Washington, at \$87,620.00.

The Deputy Engineer reported that C. B. Construction Company, who had submitted the low bid of \$146,932.25 on March 10, 1966, on the Harney County Line-Chimney Creek Section of the Central Oregon Highway in Malheur County, had refused to accept award of the contract. In view of the low bidder's action, and on recommendation of the Highway Engineer, the Commission had awarded the contract to L. W. Vail Company, Inc., second low bidder, at \$236,184. C. B. Construction Company claimed that a mistake was made in preparing their bid and they asked that they be relieved of the obligation to pay the five per cent proposal bond in the amount of \$7,346.61. It was the Deputy Engineer's recommendation that demand be made on the contractor and his surety for payment of the bid bond in the sum of \$7,346.61. The Commission approved the recommendation.

The Deputy Engineer reported that award of contracts had been made which had been referred to the Engineer to award when certain conditions had been fulfilled. The Commission confirmed award of the following contracts:

- (1) Stone base and oiling on the Lower Powder Valley (Keating) Section of FAS 499 and 509 in Baker County. Bids received March 10, 1966. Contract No. 6790 awarded later in the day of March 23, 1966, to J. C. Compton Company (Corp.), McMinnville, low bidder.
- (2) Pudding River (Cline) Bridge on the North Howell-Mt. Angel Road, FAS 736, in Marion County. Bids received March 10, 1966. Contract No. 6791 awarded later in the day of March 23, 1966, to Hamilton Construction Company, Eugene, low bidder.
- (3) Grading and paving on Washburn Way-Shasta Way Section of FAS 415 in Klamath County. Bids received March 10, 1966. Contract No. 6792 awarded March 24, 1966, to Rogue River Paving Co., Inc., Medford, low bidder.
- (4) Oiling on Eggleston Corner-Strohm Road Section of FAS Route 485 in Wallowa County. Bids received March 10, 1966. Contract No. 6793 awarded March 24, 1966, to J. F. Konen Construction Co., Inc., Lewiston, Idaho, low bidder.
- (5) Box culvert on Whiskey Creek Culvert Section on County Road FAS 489 in Wallowa County. Bids received March 10, 1966. Contract No. 6794 awarded March 24, 1966, to Williamson and Hammack, Sweet Home, low bidder.

- (6) Grading, paving and structures on the Morrow County Line-Starfield Junction Section of the Old Oregon Trail in Umatilla County. Bids received March 10, 1966. Contract No. 6795 awarded April 8, 1966, to Rogers Construction Company, Portland, low bidder.

The matter of establishing a schedule of tolls to be used on the bridge across the Columbia River at Astoria when it is opened to traffic was considered. The Deputy Engineer reported that considerable study on tolls had been conducted in cooperation with the State of Washington, and that income estimates were made for various levels of tolls. He presented a chart showing these predictions. Also presented were tables showing the bond retirement schedules, income and contributions by the States of Oregon and Washington in order that principal and interest payments on the bonds could be made. He recommended that the Commission approve the schedule shown in Table 1 based on the toll of \$1.50 for the basic passenger car. Approval of this schedule, he said, has been received from Mr. C. G. Prah, Director of Highways for the State of Washington. The Commission approved the toll schedule as indicated in Table 1 as follows:

ESTIMATED ANNUAL TRAFFIC AND REVENUES - 1967  
ASTORIA TOLL BRIDGE

	<u>Toll</u>	<u>Traffic</u>	<u>Revenue</u>
Light Vehicle	\$1.50	245,200	\$367,800
Lt. Veh. W/1 Axle Trailer	2.00	16,500	33,000
Lt. Veh. W/2 Axle Trailer	2.25	1,400	3,150
Truck or Bus - 2 Axle	3.00	7,100	21,300
Truck or Bus - 3 Axle	3.75	2,700	10,125
Truck Comb. - 4 Axle	4.50	1,200	5,400
Truck Comb. - 5 Axle	5.25	11,500	60,375
Truck Comb. - 6 Axle	6.00	100	600
Motorcycles	1.00	1,000	1,000
Total Vehicles	(\$1.75)	286,700	\$502,750

Requests were considered from Hood River and Tillamook Counties for Federal-aid Secondary Projects totaling \$174,000. These projects, the Deputy Engineer stated, have been investigated and are eligible for the use of FAS Funds. The Commission approved the following projects and authorized the Secretary to sign routine construction agreements when they are prepared:

(Tabulation on following page)

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<u>COUNTY</u>	<u>FAS NO.</u>	<u>SECTION &amp; DESCRIPTION</u>	<u>PROGRAMMED AMOUNT</u>	<u>FAS FUNDS</u>
Hood River	873	Mt. Hood Railroad Overcrossing Structure	\$ 150,000	1967
Tillamook	617	Cape Lookout-Sandlake	24,000	1967
TOTAL.....			\$ 174,000	
<u>SUMMARY BY FISCAL YEARS</u>			<u>Estimated</u>	<u>Total</u>
			1966	1967
Allocated Funds			\$3,952,000	\$3,953,000
Approved Projects (Corrected to date)			3,952,000	306,000
Unprogrammed Balance			\$--	\$3,647,000
Projects Proposed			--	174,000
Unprogrammed Balance			\$--	\$3,473,000

The establishment of two speed zones were recommended by the Deputy Engineer. In both instances, traffic investigations were made and it was found that reduced speeds should be imposed for the safety of the traveling public. The Commission approved reduced speed zones at the following locations and thereupon adopted "Speed Zone Resolution Nos. 504 and 505", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) 45 mile-per-hour speed zone on the Lower Columbia River Highway, south of St. Helens, in Columbia County. (See "Speed Zone Resolution No. 504").
- (2) 35 mile-per-hour speed zone on the Nehalem Highway in the community of Birkenfeld in Columbia County. (See "Speed Zone Resolution No. 505").

Two abandonment resolutions were presented by the Deputy Engineer relinquishing to abutting property owners certain portions of State Highways which have been replaced by new construction. Following his favorable recommendation, the Commission approved abandonment of the following sections and thereupon adopted "Abandonment and Retention Resolution Nos. 442 and 443", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) Two segments of the South Unit, Wasco-Moro Section of the Sherman Highway No. 42 in Sherman

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County consisting of approximately 3/4 mile. (See "Abandonment and Retention Resolution No. 442").

- (2) Approximately 0.3 mile portion of the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County. (See "Abandonment and Retention Resolution No. 443").

A Retention of Property Resolution concerning property on the Blue River-Mill Creek Section of the McKenzie Highway in Lane County was brought up by the Deputy Engineer. He explained that the purpose of the resolution is to preserve scenic and recreational property along the McKenzie River for public use. The Commission accepted his recommendation for preservation of the property and thereupon adopted "Abandonment and Retention Resolution No. 444", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Confirmation of an agreement with John Kenneth Decker for his services for completion of a statewide outdoor recreation plan was requested. The Deputy Engineer commented that the agreement provides for payment of Mr. Decker's services for approximately six months at a total cost of approximately \$11,000. Fifty percent of this cost is reimbursable from the Bureau of Outdoor Recreation Fund. The agreement has been verbally approved by the Chairman. The Commission confirmed the agreement and authorized the Secretary to sign it in their behalf.

Agreements have been received from Lincoln, Multnomah and Klamath Counties relating to distribution of Federal-aid funds under the Land and Water Conservation Fund Act of 1965. The Deputy Engineer stated that the agreements are in proper order and he recommended that they be approved by the Commission. His recommendation was accepted and the Secretary was authorized to sign the agreements in their behalf.

An agreement with the City of Springfield concerning installation of traffic signals at the intersection of the McKenzie Highway and the Eugene-Springfield Highway in Lane County was considered. The Deputy Engineer commented that this intersection of primary and secondary state highways must be controlled by signals. As the intersection involves highway traffic only, the City of Springfield has not been asked to participate in the cost of construction estimated at \$16,000, however, the agreement provides that the City furnish the electrical energy and all maintenance. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission also considered an agreement with the City of Springfield concerning a traffic signal installation at the intersection of the Eugene-Springfield Highway and 52nd Street in Springfield. An investigation, the Deputy Engineer said, has indicated that the installation is warranted. Cost of the installation is estimated at \$24,000 and the City has agreed to pay one-half of this amount and provide for all electrical energy and maintenance. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

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An agreement with the City of Lakeview concerning a school crossing sign with a flashing beacon on "F" Street between Seventh Street South and Eighth Street South was discussed. The agreement provides that the State install the sign at an estimated cost of \$700 and that the City maintain it and provide electrical energy. The Commission accepted the Deputy Engineer's favorable recommendation and authorized the Secretary to sign the agreement for them.

Consideration was given to an agreement with the City of Clatskanie for installation of a traffic signal at the intersection of 7th Street at Nehalem and Bridge Streets on the Lower Columbia River Highway in Columbia County. The Deputy Engineer stated that the installation is warranted and he recommended that the signals be installed at an estimated cost of \$2,800. The City is to pay half the cost of installation and provide all maintenance and electrical energy for operation. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered an agreement with the City of Portland for the installation of traffic signals at three intersections on the N. W. Johnson Street-S. W. Montgomery Street Section of the Stadium Freeway in Portland, Multnomah County. The Deputy Engineer commented that the installation is to be performed by the State, under contract, at an estimated cost of \$15,500. The City is to furnish and install controllers, supervisory cable, power supply wires and also provide all maintenance and electrical energy after installation. Following his favorable recommendation, the Commission approved the project and authorized the Secretary to sign the agreement for them.

A supplemental throughway agreement with the City of Portland concerning the Harbor Drive-Washington County Line Section of the Pacific Highway in Portland was considered. The Deputy Engineer explained that the supplemental agreement provides for closures of streets easterly from the throughway because of additional fill material being placed in the vicinity. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Attention was given to a construction agreement with the City of Myrtle Point concerning the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County. This agreement, the Deputy Engineer said, provides for construction and maintenance of the project within curb limits. It also makes provisions for utility relocation, grade revisions, encroachments, parking restrictions, and other matters. Based on his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission also considered a construction agreement with Weyerhaeuser Company providing for construction of twin overcrossing structures on the Highbanks Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County. Under terms of the agreement, the State is to reimburse the Company for its cost estimated at \$2,611. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

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An agreement with the City of Grants Pass and the Grants Pass Irrigation District providing for reconstruction of the District's facilities on the West City Limits-S. W. 3rd Street Section of the Rogue River Loop Highway in Josephine County was considered. Under terms of the agreement, the State is to reconstruct two siphons and perform some other work. The District is to reimburse the State for the actual cost which the Deputy Engineer estimated at \$3,500. The District also is to maintain the facilities after construction. Following the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission considered a supplemental agreement with Union Pacific Railroad Company concerning the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties. The Deputy Engineer explained that the previous agreement provided that all the State's work be completed by April 14, 1966. The supplemental agreement extends the completion date to April 14, 1967. He recommended that the agreement be approved. The Commission accepted his recommendation.

Consideration was also given to a supplemental agreement with Union Pacific Railroad Company concerning construction of the boat basin access bridge on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County. This supplement, the Deputy Engineer commented, provides for construction of the boat basin access bridge on the Railroad's relocation near Wyeth and the use of haul roads at each end of the Railroad's relocation. The contract will not cause additional cost to the State as any additional cost will be borne by the State's contractor. The Commission accepted his recommendation that the agreement be approved.

Attention was given to an agreement with the City of Woodburn concerning the installation of crossing gates and predictors at the grade crossing of Southern Pacific Company at M. P. 32.97 on the Pacific Highway East in Marion County. The Deputy Engineer estimated the cost of installation at \$17,730. Under terms of the agreement, the City is to pay 10%, the Railroad 50%, and the State 40% of the construction cost. The Commission accepted his favorable recommendation and authorized the Secretary to sign the agreement in their behalf.

A cooperative construction-finance agreement with the City of Springfield pertaining to the 19th Street-East City Limits Section of the McKenzie Highway in Lane County was considered. Under terms of the agreement, the State is to perform construction and maintenance within the curb limits. Sidewalk construction, if done, is to be at the City's expense. Provisions are made also for relocation of utilities, grade revisions, encroachments, parking restrictions and other matters. The Deputy Engineer estimated cost of the project at approximately \$2,000,000. Twenty-five percent of the cost, including right-of-way acquisition, is to be paid by the City. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission also considered a throughway agreement with the City of Springfield pertaining to the Highbanks Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County. The agreement provides for

construction of the throughway and its interchanges, reconstruction of streets and roads and for road closures. The City is to assume full responsibility for maintenance of streets and roads, or portions reconstructed as part of the project. The Deputy Engineer recommended that the agreement be approved and that the Secretary be authorized to sign it in behalf of the Commission. His recommendation was accepted.

The Commission gave attention to an abandonment agreement with Douglas County concerning a road connection between the present Pacific Highway and Azalea on the former Pacific Highway, now a county road. This section is on the Canyonville-Glendale Junction Section of the Pacific Highway, which is under construction. Under the agreement, the connection is to be relinquished to Douglas County. Based on the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was also given to a throughway-abandonment agreement with the City of Rainier pertaining to the Delena-Rainier Section of the Columbia River Highway in Columbia County. The State is to construct and maintain the throughway, its intersections and connections. The State also is to relocate and construct or reconstruct various city streets which are to be relinquished to the City upon completion of the project. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Deputy Engineer presented for consideration an abandonment and highway designation agreement involving the Diamond Secondary Highway, the Steens Secondary Highway Spur in Crane and the Frenchglen Secondary Highway, all in Harney County. He stated that for several years the Harney County Court has made requests that the State take over additional mileage south of Frenchglen, where the State's Secondary Highway now ends. Recent discussions were had with the County Court concerning an exchange of roads. An agreement has been reached by which the State would take over approximately 15.5 miles south of Frenchglen as an extension of the Frenchglen Secondary Highway. The County has agreed to take over the Diamond Secondary Highway consisting of 26.66 miles and the Steens Highway Spur in Crane. The agreement also provides that existing cattle guards are to be removed from the county road prior to its addition to the secondary system south of Frenchglen. It was the Deputy Engineer's opinion that the exchange is advantageous to both the State and the County and he recommended that the agreement be approved. The Commission accepted his recommendation and the Secretary was authorized to sign the agreement in their behalf.

A cooperative construction agreement with the City of Drain pertaining to the Elk Creek Bridge Section of the Drain-Yoncalla Highway in Douglas County was discussed. The agreement provides for the construction of the project, relocation of utilities, parking restrictions, closing of a city street and other matters. The City is to assume jurisdiction of the right-of-way including sidewalks outside of the curb line of the project. Following the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Deputy Engineer reported that an agreement had been reached with Portland General Electric for the acquisition of its Flanders Substation on the N. W. Johnson Street-S. W. Montgomery Street Section of the Stadium Freeway in Portland. Value of the property was agreed upon at \$78,117.16 based on the value of the real estate plus the cost of moving and re-establishing the substation. His recommendation for approval was accepted by the Commission.

The matter of choosing a name for the I-205 route south and east of Portland was considered. The Commission unanimously agreed that it should be called "East Portland Freeway" and thereupon adopted "Primary Highway Designation Resolution No. 39", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A delegation from Deschutes County including representatives from the Deschutes County Court and from Bachelor, Inc., came before the Commission regarding snow removal on the Bachelor Butte Road. The following people were present: D. L. Penhollow, Deschutes County Judge, Owen Panner, William Healy, Ashley Paust and Don Peters all from Bend.

Judge Penhollow presented a tabulation of costs covering snow removal operations on the Cascade Lakes Highway, ski area and parking lots. The County, he said, has cooperated whenever they have been asked to by the State and he mentioned maintenance on the Cascade Lakes Highway and the furnishing of cinders for sanding purposes. He requested that the County be relieved of its obligation to remove snow from the road to the ski resort on Bachelor Butte which has become extremely popular and requires 24-hour maintenance service. The job has become too large for the County to handle and he asked that the State Highway Department take it over including removal of snow from the parking area.

Mr. Owen Panner commented on the income that is provided for Oregon's economy by visitors to the ski resort. During this preceding winter, approximately 250 inches of snowfall were recorded which can not be handled with existing facilities. He pointed out that visitors to ski resorts have increased many times over in the past 14 years and California and Washington are competing for the ski business. It was his thought that the amount of gas tax revenue derived by the State would more than pay for the cost of snow removal. He expressed appreciation for work that the State has done which he said made the resort possible and added that a number of Olympic skiers train on the Bachelor slopes.

Chairman Jackson complimented the delegation on their presentation and commented that the Highway Commission is much interested and involved in tourist promotion. The Commission, he said, is aware that snow skiing has increased greatly in the past few years and the Commission's problem is to evaluate the "ski business" in relation to the operations of the Highway Department. This subject is under study and although the Commission cannot give an answer today it is anticipated that some solution will be known before next winter.

April 21, 1966

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

"Indenture of Access" to Ethel Lenore Murchison Property on the E and F Street Connection of the Redwood Highway in Josephine County.

"Indenture of Access" to Robert and Evelyn Schrader Property on the E and F Street Connection of the Redwood Highway in Josephine County.

"Indenture of Access" to U. S. Department of Agriculture (Forest Service) and Edward Hines Lumber Company Property on the Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

"Indenture of Access" to Freeway Investments Company, a co-partnership of John E. Soreng and James H. Weaver, Property on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

"Indenture of Access" to Southwest Investment Company, an Oregon corporation, Property on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

"Grant of Access" to Ernest Franklin and Mabel Anna Wilson covering land on the Lombard-Killingsworth Section of the N. E. Portland Highway in Multnomah County.

"Grant of Access" to Mary M. and Earl W. Hartman and Bert C. and Clara E. Morris covering land on the Mill City-Niagara Section of the North Santiam Highway in Marion County.

"Release and Grant of Access" to Joe B. and Geneva C. Long covering the Hendricks Bridge Section of the McKenzie Highway in Lane County.

"Letter" for approval of State Highway Engineer's salary to \$21,840 per year starting July 1, 1966.

"Supplemental Agreement" with Union Pacific Railroad Company for extending construction period to April 14, 1967, on the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

"Supplemental Agreement" with Union Pacific Railroad Company for the construction of a boat basin access bridge on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

"Indenture of Access" to Gerald R. Goble and Robert C. Otterson Property on the Tide Creek-St. Helens Section of the Lower Columbia River Highway in Columbia County.

"Relinquishment of Title" to the City of Redmond for a small piece of excess land on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

"Bargain and Sale Deed" to Hansell Brothers, Inc., and Oregon Corporation, for a parcel of land on the Ordinance Interchange Section and Morrow County Line-Bucks Corner of the Old Oregon Trail in Umatilla County.

April 21, 1966



"Bargain and Sale Deed" to Richard Kern for a parcel of land on the Sunset Interchange-Marquam Bridge Section of the Stadium Freeway in Multnomah County.

"Bargain and Sale Deed" to N. S. and A. K. Amato for a parcel of land on the Sunset Interchange-Marquam Bridge Section of the Stadium Freeway in Multnomah County.

"Bargain and Sale Deed" to Donald G. and Rose Kopczak for a parcel of land on the N. Portland Harbor-Russell Street Section of the Pacific Highway in Multnomah County.

"Bargain and Sale Deed" to The Rucker Company for a parcel of land on the Russell Street-Curry Street Section of the Pacific Highway in Multnomah County.

"Bargain and Sale Deed" to John A. and Stella F. Hill for a parcel of land on the Winchester-Garden Valley Road Section of the Pacific Highway in Douglas County.

"Bargain and Sale Deed" to C. W. Johnson for a parcel of land on the North Bend-Marshfield Section of the Oregon Coast Highway in Coos County.

"Bargain and Sale Deed" to Northern Pacific Railway Company for a parcel of land on the Boardman-Stanfield Section and the Morrow County Line-Bucks Corner Section of the Old Oregon Trail in Umatilla County.

"Bargain and Sale Deed" to Dwight C. and Edith Hult for a parcel of land on the Morrow County Line-Bucks Corner Section of the Old Oregon Trail in Umatilla County.

"Consent to Annexation" to the Depoe Bay Rural Fire Protection District a portion of the Oregon Coast Highway in Lincoln County.

"Consent to Annexation" to the City of Prineville a piece of property, Lot 1, Block 4, Johnson's Addition in the City of Prineville.

"Agreement" with the following counties relating to distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965: Lincoln, Multnomah and Klamath.

"Agreement" with the City of Springfield covering installation of traffic signals at the intersection of the McKenzie Highway and the Eugene-Springfield Highway in Lane County.

"Agreement" with the City of Springfield concerning a traffic signal installation at intersection of Eugene-Springfield Highway and 52nd Street in Lane County.

"Agreement" with the City of Lakeview concerning a school crossing sign with flashing amber beacon on "F" Street midway between 7th Street South and 8th Street South in Lake County.

"Agreement" with the City of Clatskanie for installation of a pre-timed traffic signal at intersection of 7th Street at Nehalem and Bridge Streets on the Lower Columbia River Highway in Columbia County.

April 21, 1966

"Agreement" with the City of Portland covering installation of traffic signals at three intersections on N. W. Johnson Street-S.W. Montgomery Street Section of the Stadium Freeway in Multnomah County.

"Supplemental Throughway Agreement" with City of Portland covering the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County.

"Construction Agreement" with City of Myrtle Point concerning the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

"Construction Agreement" with Weyerhaeuser Company providing for construction of twin overcrossing structures on Highbanks Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County.

"Agreement" with the City of Grants Pass and Grants Pass Irrigation District providing for reconstruction of District's facilities on West City Limits-S.W. 3rd Street Section of Rogue River Loop Highway in Josephine County.

"Agreement" with City of Woodburn covering installation of crossing gates and predictors at grade crossing of Southern Pacific Company on Pacific Highway East in Marion County.

"Cooperative Construction-Finance Agreement" with the City of Springfield pertaining to 19th Street-East City Limits Section of the McKenzie Highway in Lane County.

"Throughway Agreement" with City of Springfield pertaining to Highbanks Road-McKenzie Highway Section of Eugene-Springfield Highway in Lane County.

"Abandonment Agreement" with Douglas County covering the Canyonville-Glendale Junction Section of the Pacific Highway in Douglas County.

"Throughway Abandonment Agreement" with City of Rainier concerning the Delena-Rainier Section of Columbia River Highway in Columbia County.

"Abandonment and Highway Extension Designation Agreement" with Harney County to abandon the Diamond Secondary Highway and the Steens Secondary Highway Spur in Crane and extending the Frenchglen Secondary Highway in Harney County.

"Cooperative Construction Agreement" with City of Drain pertaining to Elk Creek Bridge Section of Drain-Yoncalla Highway (US99) in Douglas County.

There being no further business to consider, the Chairman adjourned the meeting at 10:30 a.m.

Gerry Cooper  
State Highway Engineer

Glenn Jackson  
Chairman

K. N. Bradley  
Commissioner

Hoyd Query  
Secretary

David B. Singer  
Commissioner

April 21, 1966

Salem, Oregon  
June 2, 1966

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  
Lloyd P. Shaw, Assistant State Highway Engineer  
Fred B. Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
G. E. Rohde, Chief Counsel  
Frank C. McKinney, Assistant Counsel  
David H. Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; L. V. Koons, Deputy State Parks Superintendent; Ralph Sipprell, Liaison Engineer; John Oakes, Assistant Right of Way Engineer; John Earley, Information Officer; H. S. Cox, County and City Engineer; and Don Harwell, Assistant County and City Engineer.

Mr. Tom Edwards, Assistant State Highway Engineer, was excused.

The Right of Way Engineer presented for consideration a list of options, Pages 1 through 56, secured for acquisition of real property needed for state highway use or for other purposes. The amounts offered, he said, are based upon careful appraisals and are in proper order for Federal-aid. 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 confirmed closing the options which had been sent to them for approval since the last Commission meeting. The Commission also approved those options submitted for the first time at this meeting at the prices mentioned therein and thereupon adopted "Right of Way Resolution No. 33", 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 Right of Way Engineer explained that 184 options were included in the list before the Commission at this meeting. Of the 184 total, 141 had been sent to the Commission at weekly intervals since the last Commission meeting. The Commission's prior approval of these options allows earlier payment to the property owners than would have been possible had the options all been approved at the Commission meeting.

June 2, 1966

The Property Manager's report covering sales of miscellaneous properties and rental of buildings was presented by the Right of Way Engineer. Miscellaneous sales between April 8 and May 20, 1966, amounted to \$30,072. Land sales totaled \$3,085 and timber sales \$897.25. Rental receipts for the month of April were \$19,131.40. The Commission accepted the report.

Attention was given to an Indenture of Access on the Stolsig and Roberts Property, File No. 28038, for a change in the location of one point of access to a Lane County Road, just west of the Coburg Interchange on the Pacific Highway in Lane County. The Right of Way Engineer explained that the present access is at an area occupied by telephone company coaxial cables and the forty-foot change in location has been requested and he so recommended. Approval of the Bureau of Public Roads has been secured. The Commission approved the change of access.

Relinquishments of Title to three governmental units were presented by the Right of Way Engineer and approved by the Commission as follows:

- (1) A 72'x25' parcel of land to the City of Woodburn, File No. 11159, on the Woodburn Section of the Pacific Highway East in Marion County, adjacent to Blaine Street. In addition to this, a permanent easement 10 feet in width and 113 feet in length northerly of the proposed city well site and extending to McKinley Street. As a part of the relinquishment is a construction easement 5 feet in width parallel to the permanent easement. The Right of Way Engineer explained that the City had changed its plans in connection with the City well. At the December 14, 1965, meeting the Commission granted a relinquishment for a 30 foot by 30 foot area for the well and a 40 foot by 10 foot strip for access to Blaine Street.
- (2) 0.4 acre, File No. 27184, to Josephine County located on the southerly side of the Grants Pass-Rock Point Section of the Pacific Highway in Josephine County. The County in constructing a County Road near the freeway, easterly from Jones Creek Road, needs this parcel in the adjusting of an irrigation facility. The Bureau of Public Roads has approved the Relinquishment and no consideration is involved.
- (3) 0.10 acre of land and 0.445 acre easement for slopes, File Nos. 20026 and 28270, to Multnomah County for road purposes on the S. W. 35th Avenue-Washington County Line Section of the Pacific Highway in Multnomah County. The Right of Way Engineer commented that the parcels are a part of the Baldock Maintenance Yard. Relinquishment

June 2, 1966

will require that the fence and a light standard be relocated, which is to be done by Multnomah County at no cost to the State. No charge is to be made to the County for the land involved.

Approval of a demolition contract for the removal of buildings and debris on the Fremont Interchange-Sunset Interchange Section of the Stadium Freeway in Portland was presented by the Right of Way Engineer. The contract covers the removal of several buildings located in Lots 5, 6, 7, 8 and 10, Block 261, Couch's Addition, between N. W. 19th and N. W. 20th Street. Four bids were received, the low bid by Iversen Construction Company at \$3,380 and he recommended that it be accepted. The Commission approved the contract and authorized the Secretary to sign it in their behalf.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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. 2246 through 2270", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

(For additional information, see the Chief Counsel's letter dated June 1, 1966, entitled "Recommendations for Condemnation" in the Salem Office General Files.)

A report on cases which have been tried in court was presented by the Chief Counsel. He commented briefly on some of the aspects of the various cases. 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-4943 John Chenoweth, et al.	Curry	Oregon Coast	Floras Creek Unit	\$ 2,750.00	\$5,000.00	\$ 3,530.00
L-4948 Raymond E. Deets, et al.	Curry	Oregon Coast	Floras Creek Unit	8,500.00	20,000.00	14,500.00
L-4949 Jack Whalen, et al.	Curry	Oregon Coast	Floras Creek Unit	28,000.00	36,500.00	33,500.00

(Report of Cases Tried continued on following page)

June 2, 1966

## (Report of Cases Tried - Continued)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-4757 Wm. G. Bare, et al.	Douglas	Pacific	Canyonville-Josephine County Line	\$ 8,500.00	\$24,500.00	\$21,000.00
L-4884 Charles Ashpole, et al.	Jackson	Crater Lake	Biddle Road-Camp White	5,550.00	6,500.00	8,280.00
L-4930 Joe Andrews, et al.	Morrow	Old Oregon Trail	Irrigon Junction-Umatilla County Line	4,175.00	81,188.00	8,731.00
L-4975 Arnold Schallberger, et ux.	Multnomah	Columbia River	Sauvies Island-Burlington	250.00	2,500.00	2,400.00
L-4825 Edward A. Lebold, et ux.	Polk	Salem-Dayton	Orchard Heights Road-Edgewater Street	335.00	8,000.00	5,100.00
L-4734 John G. Maycock, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	4,450.00	16,500.00	4,000.00
L-4936 Orville L. Carpenter, et ux.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	33,750.00	37,000.00	30,410.00
L-4990 Edwin Lampkins, et al.	Union	Wallowa Lake	Janson Road-Imbler	230.00	1,000.00	1,750.00
L-4962 Ollie Walker, et al.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	17,750.00	25,000.00	35,000.00 less re-mittitur 1,800.00 33,200.00
L-4792 Park Terraces, Inc.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	480.00	20,000.00	480.00

(Report of Cases Tried continued on following page)

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## (Report of Cases Tried - Continued)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-5008 Fred Andrews, Jr.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	\$ 6,000.00	\$11,000.00	\$8,800.00
L-4855 Lillie C. Murphy, et al.	Josephine	Pacific	Coyote Creek-Sexton Mt.	1,935.00	11,100.00	4,500.00
L-4798 Herbert Olson, et al.	Washington	Beaverton-Tigard	Sunset Highway-Pacific Highway	9,750.00	12,300.00	11,250.00

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-4906 State High-Water District way Commission	Clackamas	Clackamas	This action was brought to recover from defendant the cost of relocating certain water pipelines belonging to defendant which originally were placed within the right of way of county roads and subsequently came within the boundaries of the right of way of the relocation of the Lake Road-Oregon City Section of the Cascade Highway.	\$9,889.98	\$9,889.98

(For additional details, see the Chief Counsel's letters dated May 27 and June 1, 1966, concerning "Cases Tried" in the Salem Office General Files.)

A report of cases which have been settled out of court was also presented by the Chief Counsel. Concerning the Hodgson Case he stated that verbal approval had been given by the Bureau of Public Roads. The total of the proposed settlements presented, he said, are approximately 7 percent above the total appraised values. The Commission approved the settlements, which are summarized as follows:

(Report of Condemnation Cases Settled on following page)

June 2, 1966

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-4980 Harold H. Hursh, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	\$ 3,565.00	\$ 4,000.00 plus 258 acres (valued at \$2,786.00)
(The State's appraisals for Mr. Hursh's land were fee appraiser \$6,702 and staff appraiser \$3,565.)					
L-4991 Ronald E. Ferney, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	1,750.00	2,500.00
L-4644 Suburban Lumber Co., et al.	Klamath	Klamath Falls-Lakeview	K.I.D. Canal-Madison Street		525.00
(The \$525 payment to be considered here is to honor an obligation for the moving of a large sign which was located upon the right of way being acquired from the Suburban Lumber Company. The move was to reduce the cost to the State of purchasing the sign which had an appraised value of \$1,447.)					
L-4763 Hazel Hussey, et al.	Douglas	Pacific	Canyonville-Josephine County Line	64,350.00	67,530.00
L-5024 William G. Sullivan, et ux.	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	100.00	100.00
L-5021 Nellie B. Louvring, et al.	Lane	Eugene-Springfield	Mohawk Road-McKenzie Highway	250.00	300.00
L-5046 Robert F. Budrow, et ux.	Marion	Hillsboro-Silverton	Mt. Angel-Silverton	765.00	1,000.00
L-4979 Arnold Braat, et al.	Morrow	Old Oregon Trail	Irrigon Junction Umatilla County Line	2,150.00	6,000.00
(The fee appraisal was \$6,000.)					
L-4761 Dick W. Hodgson, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	94,000.00	115,000.00
(Recommended by Adm. Rev. Bd. subject to BPR approval.)					

June 2, 1966

## (Report of Cases Settled - Continued)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-5023 Rosina Bronson, et al.	Malheur	John Day	Brogan Hill	\$ 90.00	\$ 135.00
R-25184 Hubert F. Willoughby, et ux.	Linn	Pacific	Albany-Judkins Point	28,000.00	32,000.00 plus re-locating irrigation ditches using a clay material to prevent leakage. Approved October 23, 1958. Amount to be approved this settlement \$975.00.
L-5035 Robert R. Bailey, et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge	10,820.00	12,500.00
L-4911 S. S. Johnson Company	Klamath	Midland	Hilyard Avenue-Great Northern Ry. Crossing	2,180.00	2,600.00
(Attorney's fees of \$500 or more could be expected. On this grounds alone the settlement would be justified.)					
L-4627 Edward Freeman, et al.	Curry	Oregon Coast	Winchuck River	None	2,480.00
R-38698 Edward Freeman	Curry	Oregon Coast	Winchuck River	125.00	125.00
L-4776 Daisy Shook, et al.	Baker	Old Oregon Trail	Oxman-Benson Creek	660.00	1,500.00
(Insustantial increase based on previous trials on same line.)					
L-4986 Henry A. Schroeder & Sons, Inc., et al.	Coos	Oregon Coast	Nutter's Curve	205.00 including 90.00 fencing allowance	675.00
L-5048 William W. Winegar, et al.	Malheur	Central Oregon	Cairo Junction	100.00	200.00

June 2, 1966

## (Report of Cases Settled - Continued)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4924 David B. Charlton, et ux.	Multnomah	Sunset	Highlands Interchange- Stadium Freeway	\$ 1,000.00	\$ 1,500.00
(High appraisal at \$2,800.)					
L-4944 Fick Distributing Co., et al.	Multnomah	Stadium Freeway	Fremont Inter- change-Marquam Bridge	59,000.00	64,000.00
(Appraised at \$62,000.)					

(For additional details, see the Chief Counsel's letters dated May 25 and June 1, 1966, concerning "Cases Settled" in the Salem Office General Files.)

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

BEND-LAPINE SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-39299 - G. N. Barclay, et ux. 0.21 acre for right of way purposes. Offer of \$600.00 approved by Mr. Fridley April 18, 1966.

BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37523 - Gertrude E. Griffin, et al. 0.02 acre for right of way purposes. Offer of \$245.00 approved by Mr. Jackson May 4, 1966.

R-37540 - Halsten H. Lee. Parcel No. 1: 150 square feet for right of way purposes; Parcel No. 2: 1,700 square feet for permanent easement. Offer of \$875.00 approved by Mr. Jackson May 3, 1966.

R-37551 - Dwain R. Angell and Millard Angell. 0.08 acre for right of way purposes. Offer of \$650.00 approved by Mr. Jackson May 4, 1966.

CAIRO JUNCTION SECTION OF THE CENTRAL OREGON HIGHWAY

R-39385 - Jessie M. Fraser, et vir. 0.25 acre for right of way purposes. Offer of \$250.00 approved by Mr. Fridley April 22, 1966.

R-39386 - William W. Winegar, et ux. Parcel No. 1: 0.05 acre for right of way purposes; Parcel No. 2: 0.05 acre for right of way purposes. Offer of \$100.00 approved by Mr. Fridley April 22, 1966.

June 2, 1966

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

R-38237 - Richfield Oil Corporation. 0.06 acre for right of way purposes. Offer of \$38,050.00 approved by Mr. Fridley April 20, 1966.

DELENA-RAINIER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37877 - Jack E. Bearbower, et ux. 1.6 acres for right of way purposes. Offer of \$1,600.00 approved by Mr. Simpson May 3, 1966.

R-37885 - George Gamble, et ux. Parcel No. 1: 6.7 acres for right of way purposes; Parcel No. 2: 0.70 acre for permanent easement. Offer of \$3,975.00 approved by Mr. Jackson May 2, 1966.

FLORAS CREEK UNIT OF THE OREGON COAST HIGHWAY

R-37231 - Lula L. Cope, et vir. 8.88 acres for right of way purposes. Offer of \$15,000.00 approved by Mr. Jackson May 20, 1966.

FREMONT INTERCHANGE-MARQUAM BRIDGE SECTION OF THE STADIUM FREEWAY

R-39289 - King Broadcasting Company. 800 square feet for temporary easement. Offer of \$600.00 approved by Mr. Fridley May 17, 1966.

LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION OF THE NORTH SANTIAM HIGHWAY

R-39414 - Dale G. Parker, et ux. 0.3 acre for right of way purposes. Offer of \$375.00 approved by Mr. Jackson May 11, 1966.

LOWER BOONES FERRY ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-38693 - Charles L. Clock, et ux. 0.23 acre for right of way purposes. Offer of \$1,000.00 approved by Mr. Simpson May 2, 1966.

MT. ANGEL-SILVERTON SECTION OF THE HILLSBORO-SILVERTON HIGHWAY

R-38680 - Silverton School District No. 4-C. Parcel No. 1: 6,300 square feet for right of way purposes; Parcel No. 2: 600 square feet for right of way purposes. Offer of \$4,625.00 approved by Mr. Jackson May 4, 1966.

R-38960 - Jonas J. Byberg, et ux. 1.15 acres for right of way purposes. Offer of \$1,400.00 approved by Mr. Jackson April 18, 1966.

PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY

R-38493 - Cora Brown. 0.91 acre for right of way purposes. Offer of \$20,000.00 approved by Mr. Simpson May 10, 1966.

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

R-37276 - Washington County School District No. 23. 1.3 acres for right of way purposes. Offer of \$3,250.00 approved by Mr. Jackson May 16, 1966.

June 2, 1966

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

R-37457 - Clyde D. Sangren, Trustee. 15.0 acres for right of way purposes. Offer of \$45,000.00 approved by Mr. Simpson May 10, 1966.

R-38002 - John Zottleder. 0.76 acres for right of way purposes. Offer of \$6,025.00 approved by Mr. Simpson May 10, 1966.

R-38863 - Armetus DeRosia, et ux. 0.1 acre for right of way purposes. Offer of \$150.00 approved by Mr. Simpson April 29, 1966.

R-39164 - Lela Enden. 26,480 square feet for right of way purposes. Offer of \$1,250.00 approved by Mr. Simpson April 29, 1966.

# SWEET HOME-FOSTER SECTION OF THE SANTIAM HIGHWAY

R-38542 - John W. Menarey, et ux. 650 square feet for right of way purposes. Offer of \$12,810.00 approved by Mr. Jackson April 29, 1966.

R-38546 - Chester L. Whitney, et ux. 515 square feet for right of way purposes. Offer of \$400.00 approved by Mr. Jackson April 29, 1966.

R-38548 - J. M. Weddle. 1,245 square feet for right of way purposes. Offer of \$2,800.00 approved by Mr. Jackson May 2, 1966.

The Chief Counsel stated that there is nothing to report concerning matters before the Public Utilities Commissioner.

A report concerning the institution of legal proceedings in which the Commission or its employees have been made defendant was presented by the Chief Counsel. He stated that proper action will be taken to protect the interest of the State in all of the cases. The Commission accepted his report as follows:

- (1) Lord Bros. Contractors, Inc. vs. State regarding Contract No. 6068 in the amount of \$8,010. A decrease in the drainage excavation and a change in the type of pipe to be installed for a sewer outfall were given as the basis for the claim.
- (2) Loyd Lowe vs. Morse Bros. Inc., et al., for \$200,000 general and \$15,979 damages for personal injuries in connection with Contract No. 6275. The complaint alleges negligence on the part of the contractor and highway personnel in the setting up of warning signs.
- (3) Stanley P. Kissinger, et ux. vs. Fred H. Slate Co., Oregon Limited, et al., for \$10,500.00 damages to the plaintiff's restaurant and property because of alleged trespass and blasting by the contractor.

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(4) James V. Collins vs. Emory E. Johnston and others. The plaintiff alleges that he was injured when the vehicle in which he was riding came to a stop on the Minnesota Freeway, and was struck in the rear by several vehicles driven by private citizens. Plaintiff alleges that highway employees were negligent in placing signs and that the superintendent was inexperienced.

(5) D. L. Tice vs. The Borden Company, et al. Plaintiff alleges that he was injured when he stumbled and fell because the sidewalk had not been repaired on N. W. Savier Street near 15th Avenue in Portland. The State became owner of the property after the accident which occurred May 5, 1964. The Borden Company was a tenant. The City of Portland has also been named as a defendant.

(6) Jarvis C. Buxton, et ux. vs. State and Bureau of Public Roads. Plaintiff asked the court to enjoin the acquisition of any real property or the taking of any action to relocate the Oregon Coast Highway along the survey line on the sand spit near Pacific City in Tillamook County.

Renewal of an agreement with North Tillamook County TV Translators, Inc., covering the installation of a TV translator station on Neah-Kah-Nie Mountain in Oswald West State Park in Tillamook County was considered. The Engineer explained that the original agreement had been entered into May 26, 1961, and the operation has not been detrimental to the use of the park. The Commission accepted his recommendation for renewal of the agreement for five years beginning May 26, 1966, and authorized the Secretary to sign it for them.

Confirmation was requested for oral authority granted by the Commission to acquire a parcel of land from the Federal General Services Administration as an addition to Fort Stevens State Park in Clatsop County. The Engineer recalled that for some time the State has been endeavoring to acquire 1,466 acres of Federal land which has been used by the State Game Commission. Efforts to work out an exchange of land have not been successful. The property has been appraised at \$235,000 and has been made available to the State for park purposes at one-half appraised value or \$117,500. It was his recommendation that the property be purchased. The Commission confirmed purchase of the land as an addition to Fort Stevens State Park. (Later the Engineer showed a colored movie of the old Battery Russell guns being fired during World War II).

The establishment of restricted speed zones in state parks, boat launching sites, parking areas and other recreation sites under jurisdiction of the Commission was considered. Enforcement of reasonable speeds in these

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areas, the Engineer commented, has been made difficult as no action can be taken other than to remonstrate with the offenders. Requests for realistic speed limits have come from both County and City officers and officials. He recommended the establishment of a 20 mile per hour speed zone to apply to the areas mentioned. The Commission accepted his recommendation and thereupon adopted "State Parks Resolution No. 26", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered and, following the favorable recommendation of the Engineer, approved extending an agreement with the Western Rivers Girl Scout Council, formerly Three Rivers Girl Scout Council, covering use of a portion of Jessie M. Honeyman State Park in Lane County. This second extension covers a period of five years beginning June 25, 1966. The Commission also authorized the Secretary to sign the agreement.

Authority was requested by the Engineer and granted by the Commission for increases in the following project authorizations:

- (1) Contract No. 6652 on the Alsea Mountain grading and paving project in Benton County, for an increase of \$77,684.62 (7.94%). Major reasons for the overrun were given as additional length required for an arch culvert, foundation embankment riprap and removal of winter storm debris.
- (2) Contract No. 6451 on the Roberts Mountain-Myrtle Creek grading, paving, structures and signing project on the Pacific Highway in Douglas County, for an increase of \$329,926.15 (7.7%). The additional cost was caused principally by extra drainage work, slides and engineering.

A survey was presented by the Engineer on the North Hill-Deer Creek Section of the Oakland-Shady Highway in Douglas County. The total length of the survey, he said, is 0.67 mile and lies within the City of Roseburg. The project is estimated to cost \$350,000 including right-of-way. Based on his favorable recommendation, the Commission approved the survey and thereupon adopted "Survey Resolution No. 312", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed action by the Engineer in placing a protective load limit on the West Diamond Lake Highway in Douglas County between M. P. 13.23 and M. P. 23.89 effective April 28, 1966. The Commission also confirmed removal of this load limit as of 8:00 a.m., May 13, 1966.

Confirmation of verbal approval of a report by Parsons, Brinckerhoff, Quade and Douglas for an estimate of cost on the Fremont Bridge on I-405 in Portland was considered. The Engineer reported that the consulting firm has completed its assignment and submitted a report which he recommended for acceptance. The Bureau of Public Roads, he continued, has indicated that it will approve Design S-1C with a 52-foot deck at an estimated cost of \$16,200,000. It was his opinion that the 52-foot deck is too narrow

for a four-lane Interstate freeway and he intended to continue negotiations with the Bureau of Public Roads to secure approval of a bridge with a 57-foot deck at an estimated cost of \$17,220,000. These matters, he said, were discussed with Chairman Jackson by telephone on May 17, and his approval was secured. The Commission confirmed the Chairman's action.

The matter of designating a westerly terminus of Federal Highway No. 12 was discussed. The Engineer explained that until recently the highway terminated at Missoula, Montana. Completion of the Lolo Pass Section in Idaho has extended the route westerly to Lewiston, Idaho. Attempts have been made to get the route extended westerly to Clarkston, Walla Walla, Wallula and Umatilla, with a connection to I-80N (US30) at Irrigon Junction easterly of Boardman in Morrow County. The Washington Department of Highways, however, has made efforts to extend the highway westerly from Wallula along the northerly bank of the Columbia River to a terminal point in the Grays Harbor Area. It was the Engineer's opinion that Federal rules covering establishment of highway routes clearly indicate that the western terminal point should be at a junction with I-80N at Irrigon Junction. The Chairman, he continued, has given approval to resubmit a proposal to AASHO to designate the westerly terminus at Irrigon Junction. The Commission confirmed the Chairman's action.

Confirmation was requested by the Engineer for placing an 0-11 oil mat surface on the southerly 15 miles of the Heppner-Spray Highway in Wheeler County, at an estimated cost of \$230,000. He commented that a dust palliative which had been placed in 1965 will not last much longer. The Chairman approved the project April 22, 1966. The Commission confirmed the Chairman's action.

Reconstruction of a 25-mile section of the Lakeview-Burns Highway between Wagontire and Alkali in Lake and Harney Counties was presented. The Engineer commented the road is in critical condition and is very difficult to maintain. Federal Lands Highway Funds can be used on this section and he recommended that the project be approved at an estimated cost of \$1,450,000. Of this total \$400,000 is from Federal Lands Highway Funds and \$1,050,000 is to be added to the current State Construction program. This project, he continued, was approved by the Chairman on May 13, 1966. The Commission confirmed the project.

Improvement of a portion of the Chiloquin Highway outside of the City of Chiloquin in Klamath County was brought up by the Engineer. Repairs to Chocktoot Street within the City have been approved as a Special City Allotment Fund job in 1966. To improve the street outside of the City he estimated would cost \$18,000. The project was approved by the Chairman on April 23, 1966, who directed that it be placed in the current State Construction Program. The Commission confirmed the project.

A project for improving the McVay Overcrossing Section of the McVay Highway southerly of Glenwood in Lane County was discussed. The Engineer stated that the project involves widening of the existing structure to four lanes over the Southern Pacific railroad and rebuilding of the ramps on each end of the structure at an estimated cost of \$202,000. The project was approved by the Chairman on April 23, 1966, as an addition to the 1966 State Construction Budget. The Commission confirmed the project.

Contractor's requests for extensions of time to complete highway contracts were presented by the Engineer. He outlined pertinent facts relating to each request and made his recommendation. After considering his recommendation and other available information, the Commission took action as follows:

- (1) Ross Bros. Construction, Inc., Contract No. 6725, for the Klaskanine River Bridge on the Nehalem Highway in Clatsop County, requested that the specified completion date be advanced from March 19, to April 9, 1966. The Commission approved the request without assessment of liquidated damages.
- (2) Percy E. Jellum Contractor, Inc., Contract No. 6716, on the 5th Street North-North City Limits in Lakeview on the Fremont Highway in Lake County, requested an extension of the specified completion date from November 30 to December 30, 1965. Because of delays and a "shut down" order the Commission approved an extension of the completion date to May 13, 1966, without assessment of liquidated damages.
- (3) Spragues' Inc. of Washington, Contract No. 6531, on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, requested an extension of the specified completion date from December 1 to December 9, 1965. The Commission approved the extension without assessment of liquidated damages. Approval by the U. S. Bureau of Public Roads was given in their letter of May 3, 1966.
- (4) F. H. McEwen, Contract No. 6679, on the Jackson Creek Section of the I.O.N. Highway in Malheur County, requested an extension of 10 calendar days because of issuance of "stop work" orders. The Commission approved an extension of the completion date to May 11, 1966, without assessment of liquidated damages.
- (5) Wildish Construction Company, Contract No. 6587, on the 28th Street Section in Springfield on the McKenzie Highway in Lane County, requested an extension of the specified completion date from September 1, 1965, to April 20, 1966. The Commission approved the request without assessment of liquidated damages.
- (6) Ross Bros. Construction, Inc., Contract No. 6687, for the Rickreall Creek (Fir Villa) Bridge on the Fir Villa Road in Polk County, requested an extension of the specified completion date from December 31, 1965, to April 21, 1966. The Commission approved the request without assessment of liquidated damages.

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- (7) Roy L. Houck Sons' Corporation, Contract No. 6358, on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County, requested an increase in the number of workdays from 210 to 220. The Commission denied the request. Approval of this action by the U. S. Bureau of Public Roads was given in their letter of May 5, 1966.

The Engineer reported that Contract Nos. 6331, 6332, 6422, 6507, 6547, 6580, 6686, 6736, 6742 and 6761 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. 150", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The next regular Commission meeting date was confirmed for July 14, 1966, in Room 419 of the State Highway Building in Salem. A tentative date for the following meeting was set for August 25, 1966.

The Commission approved the minutes of the meeting held on April 21, 1966.

The Commission confirmed Chairman Jackson's action of May 9, 1966, approving the award of contracts for bids received April 28, 1966, and authorized the Secretary to sign contracts on the following projects:

BIDS RECEIVED IN SALEM APRIL 28, 1966

AWARDS MADE MAY 9, 1966

Roadside improvement on the Corvallis Section of the Corvallis-Newport Highway, at the south edge of Corvallis, in Benton County. FAP No. LSF-22(1). Four bids were received. The Commission elected to accept the low bid of Oosterwyk Nurseries, Inc., Kirkland, Washington, in the sum of \$111,164.00 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.

Grading and paving on the Estacada (N. E. 2nd Avenue) Section in Clackamas County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Craig Landeen, Canby, at \$13,107.50.

Grading and paving on the Big Creek-Rock Creek Section of the Columbia River Highway, east of Astoria, in Clatsop County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Slate-Hall, Portland, at \$963,934.00.

South Fork Coquille River (White) Bridge Section of the Powers Highway, north of Powers, in Coos County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Stach Construction Company, Inc., Grants Pass, at \$278,225.50.

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Paving on the Coquille (2nd Street) Section in Coos County. State Project. One bid was received. The Commission awarded the contract to the only bidder, G. Woodward, Inc., Coquille, at \$16,126.00.

Grading, paving and structure on the Floras Creek Bridge Section of the Oregon Coast Highway, near Langlois, in Curry County. State Project. Four bids were received. The Commission elected to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the sum of \$478,173.50 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading and paving on the Yoncalla (Applegate Avenue) Section in Douglas County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Roseburg Paving, Inc., Roseburg, at \$18,995.50.

Clyde Holliday Safety Rest Area on the John Day Highway, west of John Day, in Grant County. FAP No. LSF-5(1). Three bids were received. The Commission rejected all bids as being too high.

John Day River (Stewarts) Bridge Section of the John Day Highway, east of Dayville, in Grant County. State Project. Nine bids were received. The Commission awarded the contract to the low bidder, E. W. Eldridge, Inc., Sandy, at \$150,561.00.

Grading, paving, structures and signing on the Highbanks Road-57th Street (Springfield) Section of the Eugene-Springfield Highway in Springfield, Lane County. FAP No. F-330(5). Seven bids were received. The Commission awarded the contract to the low bidder, Earl L. McNutt Company and McNutt & Sons, Inc., Eugene, at \$1,843,247.00.

McVay Overcrossing Section of the McVay Highway, south of Springfield, in Lane County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, Inland Construction Company, Milwaukie, at \$124,549.90.

Grading and paving on the Cottage Grove (East Main Street) Section in Lane County. State Project. Two bids were received. The Commission elected to accept the low bid of Wildish Construction Company, Eugene, in the sum of \$39,865.90, and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Cottage Grove is received and the sum of \$26,600.00 is deposited by the City.

Grading and paving on the Lowell (Moss Street) Section in Lane County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Wildish Construction Company, Eugene, at \$14,790.50.

Bridge over Salmon Creek on a county road, east of Oakridge, in Lane County. This is a county project and bids are being received in behalf of Lane County. Twelve bids were received. The Commission referred all bids to Lane County for action.

Grading and paving on the Lyons (12th and 16th Streets) Section in Linn County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Salem Black Top Paving Company, Inc., Salem, at \$11,531.40.

Grading and paving on the Cairo Junction Section of the Olds Ferry-Ontario and Central Oregon Highways, south of Ontario, in Malheur County. FAP No. F-28(6). No bids were received for this project.

Grading and paving on the Antelope Canal-Jack Creek Section of the I.O.N. Highway, west of Jordan Valley, in Malheur County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Babler Bros., Inc., Portland, at \$339,650.00.

Grading, paving and structure on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway, between Mt. Angel and Silverton, in Marion County. State Project. Three bids were received. The Commission deferred award of the contract pending clearance of right of way.

Joseph Street Interchange Section of the North Santiam Highway, east of Salem, in Marion County. State Project. Two bids were received. The Commission deferred award of the contract pending clearance of right of way.

Grading and paving on the Aurora (Main Street) Section in Marion County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, a Division of Warren Brothers Company, Portland, at \$16,272.00.

Traffic signal installation at the intersection of S. W. Lincoln with S. W. Broadway, S. W. Montgomery with S. W. 12th Avenue and S. W. Montgomery with S. W. 13th Avenue ramp in Portland, Multnomah County. Federal-aid Interstate Highway Project No. I-405-8(14)302. Three bids were received. The Commission awarded the contract to the low bidder, McIntyre Electrical Inc., Portland, at \$14,190.00.

Grading and stone base on the S. E. 102nd Avenue-S. E. 125th Avenue Section of FAS 639 (Foster Road) in Portland, Multnomah County. FAP No. SU-545(1). Four bids were received. The Commission elected to accept the low bid of Porter W. Yett Company, Portland, in the sum of \$180,920.25 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 \$38,000.00 is deposited by the County.

Paving on the S. E. 102nd Avenue-S. E. 125th Avenue Section of FAS 639 (Foster Road) in Portland, Multnomah County. FAP No. SU-545(1). Four bids were received. The Commission elected to accept the low bid of Oregon Asphaltic Paving Company, Portland, in the sum of \$77,886.50 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 \$16,400.00 is deposited by the County.

Clean and paint all steel in both northbound and southbound structure on the Columbia River Bridge at Vancouver, Multnomah County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Andrew Nesheim, Lynnwood, Washington, at \$424,242.00.

Grading and paving on the Rufus ("B" Street) Section in Sherman County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$12,829.00.

Hebo-Dolph-Neskowin Rock Production Project on the Oregon Coast, Three Rivers and Little Nestucca Highways, south of Tillamook, in Tillamook County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Jungwirth Bros., Inc., Stayton, at \$47,037.00.

Grading and paving on the Elgin (Alder Street) Section in Union County. State Project. Two bids were received. The Commission elected to accept the low bid of Percy E. Jellum Contractor, Inc., Pendleton, in the sum of \$24,520.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Elgin is received and the sum of \$8,450.00 is deposited by the City.

Wallowa Lake State Park in Wallowa County. State Project. This project withdrawn from the letting.

Paving on The Dalles-Fifteen Mile Creek Section of the Columbia River Highway, at The Dalles, in Wasco County. Federal-aid Interstate Highway Project No. I-80N-3(49)82. Two bids were received. The Commission elected to accept the low bid of Peter Kiewit Sons' Company, Vancouver, Washington, in the sum of \$969,999.58 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.

Roadside improvement on the Cornelius Pass Road-Barnes Road Section of the Sunset Highway, north of Beaverton, in Washington County. FAP No. LSF-27(1). Three bids were received. The Commission awarded the contract to the low bidder, Oosterwyk Nurseries, Inc., Kirkland, Washington, at \$56,416.50.

Grading, paving, structure and signing on the Cedar Hills Boulevard Interchange Section of the Sunset Highway, near Beaverton, in Washington County. FAP No. SU-433(3). Five bids were received. The Commission elected to accept the low bid of Gary Baker, Contractor and Inland Construction Company, Hillsboro, in the sum of \$1,078,588.75 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Washington County is received and the sum of \$14,200.00 is deposited by the County.

Grading, paving and structure on the Jenkins Road-Beaverton Section of FAS 630, near Beaverton, in Washington County. FAP No. SU-508(2). Five bids were received. The Commission elected to accept the low bid of Gary Baker, Contractor and Inland Construction Company, Hillsboro, in the sum of

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\$578,457.25 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 \$130,500.00 is deposited by the County.

Grading and oiling on the Girds Creek Road-Girds Creek Section of the Service Creek-Mitchell Highway, north of Mitchell, in Wheeler County. State Project. Six bids were received. The Commission elected to accept the low bid of P. R. J. Corporation, Salem, in the sum of \$109,059.00 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Road mix base and oiling on the Morrow County Line-Spray Junction Section of the Heppner-Spray Highway, south of Heppner, in Wheeler County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Percy E. Jellum Contractor, Inc., Pendleton, at \$243,050.00.

Grading and drainage on the M. P. 249.7 Slide Section on the Oregon Coast Highway, north of Bandon, in Coos County. State Project. Nine bids were received. The Commission awarded the contract to the low bidder, George A. Moore and Associates, Inc., Portland, at \$140,640.00.

Intermittent grading and paving on the Bridge-Slater Creek Section of the Coos Bay-Roseburg Highway, east of Myrtle Point, in Coos County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Morse Bros., Inc., Lebanon, at \$324,000.00.

Grading and paving on the Cave Junction-O'Brien Section of the Redwood Highway, south of Grants Pass, in Josephine County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Inc., Medford, at \$153,245.00.

Veneta-Fisher Road Section of the Mapleton-Eugene Highway, west of Eugene, in Lane County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, McKenzie Road and Driveway Company, Eugene, at \$230,824.50.

Grading and paving on the Glenada-Siltcoos Section of the Oregon Coast Highway, south of Florence, in Lane County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$318,705.00.

The Commission also confirmed the Chairman's action of May 23, 1966, approving the award of contracts for bids received May 19, 1966, and authorized the Secretary to sign contracts on the following projects:

#### BIDS RECEIVED IN SALEM MAY 19, 1966

#### AWARDS MADE MAY 23, 1966

Grading, paving, structures, signing, traffic signals and illumination on the N. W. Johnson-S. W. Montgomery Section of the Stadium Freeway in Portland, Multnomah County. Federal-aid Interstate Highway

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Project No. EI-405-8(13)302. Five bids were received. The Commission awarded the contract to the low bidder, Gibbons and Reed Company, Salt Lake City, Utah, at \$12,321,886.45.

Grading on the Bonner Mountain Section of FAS 864, west of Hoskins, in Benton County. FAP No. ER-124(2). Twenty-seven bids were received. The Commission elected to accept the low bid of Joe B. Wheeler, Eugene, in the sum of \$54,940.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Benton County is received and the sum of \$12,500.00 is deposited by the County.

Grading and paving Hart Avenue in Molalla, Clackamas County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, The Dutton & Adkins Construction Company, Molalla, at \$16,633.00.

Grading and paving on the Little North Fork Nehalem River-Humburg Summit Section of the Sunset Highway, east of Cannon Beach, in Clatsop County. State Project. Four bids were received. The Commission elected to accept the low bid of S. D. Spencer and Son, Vancouver, Washington, in the sum of \$728,000.00 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway, southeast of Coquille, in Coos County. Two bids were received. The Commission rejected all bids as being too high.

Grading and paving East Railroad Avenue in Reedsport, Douglas County. State Project. One bid was received. The Commission awarded the contract to the only bidder, Bay Pavers, Inc., North Bend, at \$16,593.00.

Middle Fork Rogue River Bridge and retaining wall on the Butte Falls-Prospect County Road, FAS 287, southeast of Prospect, in Jackson County. Federal-aid Highway Project No. ER-103(4). Six bids were received. The Commission elected to accept the low bid of T A R Company, Medford, in the sum of \$122,772.00 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 \$27,600.00 is deposited by the County.

Grading and paving Chocktoot Street in Chiloquin, Klamath County. State Project. One bid was received. The Commission awarded the contract to the only bidder, Asphalt Paving Company, Klamath Falls, at \$29,772.00.

Grading and paving on the Goshen-Cottage Grove Section of the Pacific Highway, south of Eugene, in Lane County. Federal-aid Interstate Highway Project No. I-5-3(60)175. Three bids were received. The Commission awarded the contract to the low bidder, Wildish Construction Company, Eugene, at \$1,396,376.45.

Screen planting on the Junction City-Eugene Section of the Pacific Highway West, north of Eugene, in Lane County. FAP No. CJF-3(1). One bid was received. The Commission elected to accept the bid of Aichele Landscaping, Inc., Portland, in the sum of \$8,415.00 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.

Grading, paving, structure and signing on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Springfield, Lane County. State Project. Two bids were received. The Commission elected to accept the low bid of Earl L. McNutt Company and Hamilton Construction Company, Eugene, in the sum of \$514,677.85 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading and paving 3rd and 6th Streets in Vaneta, Lane County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, McKenzie Road & Driveway Company, Eugene, at \$15,860.00.

Screen planting on the Ontario Interchange-Idaho State Line Section of the Old Oregon Trail, west of Ontario, in Malheur County. Federal-aid Interstate Highway Project No. I-80N-8(13)371. Five bids were received. The Commission awarded the contract to the low bidder, Vaughn's Landscape Construction, Inc., Twin Falls, Idaho, at \$50,722.40.

Three bridges over Chimney Creek on the Central Oregon Highway, west of Juntura, in Malheur County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Underwood & Richards Construction Company, Inc., Bend, at \$64,648.00.

Rest area improvement on the Santiam Safety Rest Area Section of the Pacific Highway, north of Albany, in Marion County. Federal-aid Interstate Highway Project No. I-5-4(39)241. Six bids were received. The Commission awarded the contract to the low bidder, Oosterwyk Nurseries, Inc., Kirkland, Washington, at \$299,605.78.

Grading and paving Chicago Street in Turner, Marion County. State Project. This project was withdrawn from the letting.

Santiam rock production project, east of Salem, in Marion, Linn and Lane Counties. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Jed Wilson and Son, Lapine, at \$66,090.00.

Grading and paving on the Murphy Hill Section of the Salmon River Highway, west of Grand Ronde, in Polk County. State Project. Fifteen bids were received. The Commission awarded the contract to the low bidder, Earl L. McNutt Company, Eugene, at \$575,647.50.

Wallowa River (M. P. 60) Bridge Section of the Wallowa Lake Highway, northwest of Enterprise, in Wallowa County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, R. L. Coats, Bend, at \$221,587.00.

Grading and paving on the Main Street-Grant Street (Enterprise) Section of the Wallowa Lake Highway in Wallowa County. State Project. One bid was received. The Commission awarded the contract to the only bidder, J. F. Konen Construction Company, Inc., Lewiston, Idaho, at \$13,595.00.



Grading, paving, structures and signing on the Pacific Highway West-South Tigard Interchange Section of the Beaverton-Tigard and Pacific Highways, near Tigard, in Washington County. Federal-aid Interstate Highway Project No. I-5-5(32)293 and FAP No. SU-466(6). Five bids were received. The Commission awarded the contract to the low bidder, Warren Northwest, a Division of Warren Brothers Company, Portland, at \$2,158,329.95.

Screen planting on the Newberg-Dundee Section of the Pacific Highway West, south of Newberg, in Yamhill County. FAP No. CJF-9(11). Two bids were received. The Commission elected to accept the low bid of Aichele Landscaping, Inc., Portland, in the sum of \$10,604.00 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.

Nine bridges on the Burns-Middle Fork Malheur River Section of the Central Oregon Highway in Harney County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Mann Construction Company, Inc., Redmond, at \$261,891.00.

Grading and paving on the West City Limits-S. W. 3rd Street (Grants Pass) Section of the Rogue River Loop Highway in Grants Pass, Josephine County. State Project. This project was withdrawn from the letting.

Grading and paving on the Chemult-Lenz Road Section of The Dalles-California Highway, south of Bend, in Klamath County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, L. W. Vail Company, Inc., Pasco, Washington, at \$673,554.00.

Portland Thermoplastic Striping Project on the Pacific, Columbia River and Mt. Hood Highways in Multnomah County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Northwest Housemovers, Inc., dba Signal Sales Company, Highway Products Division, Portland, at \$35,340.00.

Grading and paving on the Sherman Junction-Cow Canyon Section of The Dalles-California Highway, south of The Dalles, in Wasco County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$147,942.50.

The Commission confirmed the Engineer's award of contracts which had been referred to him to award when certain conditions had been satisfied as follows:

- (1) Grading and stone base on S. E. Division Street-East Burnside Road Section of FAS 728 (S. E. 162nd Avenue) in Portland, Multnomah County. Bids received March 10, 1966. Contract No. 6796, awarded April 25, 1966, to Waybo, Inc., Portland, low bidder.
- (2) Paving on S. E. Division Street-East Burnside Road Section of FAS 728 (S. E. 162nd Avenue)

in Portland, Multnomah County. Bids received March 10, 1966. Contract No. 6797 awarded April 25, 1966, to Oregon Asphaltic Paving Company, Portland, low bidder.

- (3) Grading and paving East Main Street in Cottage Grove in Lane County. Bids received April 28, 1966. Contract No. 6806 awarded May 9, 1966, later in the day, to Wildish Construction Company, Eugene, low bidder.
- (4) Grading and paving on Alder Street in Elgin in Union County. Bids received April 28, 1966. Contract No. 6818 awarded May 9, 1966, later in the day, to Percy E. Jellum Contractor, Inc., Pendleton, low bidder.
- (5) Grading, paving, structure and signing on the Cedar Hills Boulevard Interchange Section of the Sunset Highway in Washington County. Bids received April 28, 1966. Contract No. 6820 awarded May 9, 1966, later in the day, to Gary Baker, Contractor, and Inland Construction Company, Hillsboro, low bidder.
- (6) Grading, paving and structure on the Jenkins Road-Beaverton Section of FAS 630 in Washington County. Bids received April 28, 1966. Contract No. 6821 awarded May 9, 1966, later in the day, to Gary Baker, Contractor, and Inland Construction Company, Hillsboro, low bidder.
- (7) Grading and oiling on the Girds Creek Road-Girds Creek Section of the Service Creek-Mitchell Highway in Wheeler County. Bids received April 28, 1966. Contract No. 6827 awarded May 11, 1966, to P R J Corporation, Salem, low bidder.
- (8) Roadside improvement on the Corvallis Section of the Corvallis-Newport Highway in Benton County. Bids received April 28, 1966. Contract No. 6828 awarded May 11, 1966, to Oosterwyk Nurseries, Inc., Kirkland, Washington, low bidder.
- (9) Paving The Dalles-Fifteen Mile Creek Section of the Columbia River Highway in Wasco County. Bids received April 28, 1966. Contract No. 6829 awarded May 11, 1966, to Peter Kiewit Sons' Company, Vancouver, Washington, low bidder.
- (10) Grading and stone base on S. E. 102nd Avenue-S. E. 125th Avenue Section of FAS 639 (Foster Road) in Portland, Multnomah County. Bids received April 28, 1966.

Contract No. 6830 awarded May 12, 1966, to Porter W. Yett Company, Portland, low bidder.

- (11) Paving on S. E. 102nd Avenue-S. E. 125th Avenue Section of FAS 639 (Foster Road) in Portland, Multnomah County. Bids received April 28, 1966. Contract No. 6831 awarded May 12, 1966, to Oregon Asphaltic Paving Company, Portland, low bidder.
- (12) Grading and paving the Joseph Street Interchange Section of the North Santiam Highway in Marion County. Bids received April 28, 1966. Contract No. 6812 awarded May 25, 1966, to Salem Black Top Paving Company, Inc., Salem, low bidder.
- (13) Grading, paving and structure on the Floras Creek Bridge Section of the Oregon Coast Highway in Curry County. Bids received April 28, 1966. Contract No. 6850 awarded May 27, 1966, to Tom Lillebo Construction Company, Reedsport, low bidder.
- (14) Grading, paving and structure on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County. Bids received April 28, 1966. Contract No. 6811 awarded May 27, 1966, with certain restrictions, to Roy L. Houck Sons' Corporation, Salem, low bidder.
- (15) Middle Fork Rogue River Bridge and retaining wall on the Butte Falls-Prospect County Road, FAS 287, in Jackson County. Bids received May 19, 1966. Contract No. 6851 awarded May 31, 1966, to T A R Company, Medford, low bidder.
- (16) Grading Bonner Mountain Section of FAS 864 in Benton County. Bids received May 19, 1966. Contract No. 6852 awarded June 1, 1966, to Joe B. Wheeler, Eugene, low bidder.

Designation of the route of the Lewis and Clark Trail in Oregon was recommended by the Engineer. He remarked that because of renewed interest in the Lewis and Clark Expedition and the Lewis and Clark Trail, plans are being made to mark the trail throughout its length. The Commission designated the route as follows:

Beginning at the Washington state line, east of Umatilla, westerly over the Columbia River Highway to its junction with the Crown Point Highway at Dodson; thence westerly over the Crown Point Highway to its junction with the Columbia River Highway near Troutdale.

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Thence westerly over the Columbia River Highway to its junction with the Northeast Portland Highway at Parkrose; thence westerly over the Northeast Portland Highway to its junction with the Lower Columbia River Highway in Portland, thence north-westerly over the Lower Columbia River Highway to its junction with the Oregon Coast Highway in Astoria.

The Commission also approved signing of the route at a cost of approximately \$3,000.

Attention was given to a cooperative project with the City of Salem covering improvement to State Street on the Silver Creek Falls Highway near the State Penitentiary and the State Highway Shops. The City of Salem, through its Director of Public Works, has indicated that it favors widening to four-lanes between 25th Street and Airport Road S. E. The Engineer recommended that the State cooperate on this project on a basis of 75 percent State-25 percent City participation on a project estimated to cost \$125,000, subject to the availability of funds. It was his suggestion that if the project is approved that contact be made with the City as to details and that a later report be submitted to the Commission regarding financing. The Commission approved the project as presented.

The Engineer stated that in connection with the President's Highway Safety Improvement Program, the State has been required to prepare an Inventory of Hazardous Locations as a basis for scheduling highway safety improvement projects. The intent of the program is to remove within a four-year period extremely hazardous locations existing as of September 1, 1965. Total estimated cost on the state highway system he cited as follows:

Fiscal year 1966	\$ 8,514,400
Fiscal year 1967	4,176,280
Fiscal year 1968	4,203,750
Fiscal year 1969	<u>3,918,500</u>
Total	\$20,812,930

Of the total shown for the four years, \$12,165,400 is already approved and financed on current programs. The remaining \$8,647,530 needs to be financed as follows:

Fiscal year 1966	0
Fiscal year 1967	\$ 559,530
Fiscal year 1968	4,185,000
Fiscal year 1969	<u>3,903,000</u>

He mentioned that a reserve of \$2,617,000 shown in the preliminary copy of Program X might be used in the fiscal years 1967 and 1968 depending upon legislative action. No program has been developed for fiscal year 1969. The Commission approved the "Highway Safety Improvement Inventory of Hazardous Locations" dated May, 1966, a copy of which is in the General Files of the Salem Office.

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Chairman Jackson inquired as to whether elimination of these hazardous locations is compulsory in order to receive Federal-aid on other jobs. Mr. A. W. Parsons, Division Engineer for the U. S. Bureau of Public Roads, stated that the States have been urged to accomplish about 25 percent of the program in each of the four years but no arbitrary lines have been set. In response to the Chairman's inquiry as to how much of this work is already programmed, the Engineer pointed out that approximately \$12,000,000 is programmed, or in other words, all of the Program for fiscal 1966 and all of the work for 1967 except \$559,530. Chairman Jackson also commented that over a period of time more hazardous locations may develop and other changes may occur. He then asked if the list as presented would qualify the State with the Bureau of Public Roads. The Engineer replied that as far as he knew, it would. Mr. A. W. Parsons remarked that under existing laws the Program is in good order, but he also mentioned that a safety act is before the National Congress at this time and its development may change the setup.

Revision of a speed zone on the McVay Highway, south of Eugene, in Lane County was discussed. Recent increase in roadside culture, the Engineer said, makes it desirable to extend the speed zone approximately one-fourth mile to the south. He recommended that "Speed Zone Resolution No. 348" dated April 14, 1961, be rescinded and that a speed zone of 25 miles per hour be established from the McKenzie Highway at M. P. 0.00 to M. P. 0.43, except for a school zone, and that a speed zone of 40 miles per hour be established from M. P. 0.43 to M. P. 0.89. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 506", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Because of recent roadside development along the Silver Creek Falls Highway, south of Silverton in Marion County, the Engineer recommended the establishment of a 45 mile per hour speed zone from a point 250 feet south of Quall Road at M. P. 38.89 to the south city limits of Silverton, M.P. 39.47. The Commission accepted the recommendation and thereupon adopted "Speed Zone Resolution No. 507", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to an extension of an agreement with Oregon Welcome Committee for their services to coordinate tourism programs. The Engineer commented that services rendered in the past have been satisfactory and he recommended that the agreement be extended to May 31, 1967 on the same terms as in the previous agreement. The Commission approved extension of the agreement and authorized the Secretary to sign it for them.

The Commission confirmed an agreement verbally approved by Chairman Jackson and Commissioner Simpson on May 17, 1966, with Southern Pacific Company pertaining to construction of an overpass over railroad property at McVay point on the McVay Highway in Lane County. The Engineer stated that in order to expedite the work in connection with a contract to widen the McVay overcrossing it was necessary to obtain early approval of the agreement. The agreement provides for underwriting railroad expense in connection with the project.

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An agreement with Deschutes County under the Land and Water Conservation Fund Act was presented by the Engineer who recommended that it be approved and that the Secretary be authorized to sign it in behalf of the Commission. The Commission accepted his recommendation.

A cooperative construction-finance agreement with the City of Corvallis pertaining to the widening and reconstruction of 3rd Street between "B" and Harrison Streets was considered. The Engineer explained that the project is on the northbound leg of the Pacific Highway West couplet in the city. The City is to widen the street, relocate utilities at its expense, require parallel parking and assume jurisdiction outside the curbs. The State is to pay fifty per cent of the construction costs incurred within the curb limits. He estimated the cost of the project at \$75,000 and the State's portion at approximately \$37,500. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered a cooperative construction agreement with the City of Klamath Falls pertaining to the Main Street connection section of The Dalles-California Highway (US97) within the City. The agreement, the Engineer said, provides for construction, relocation of utilities, parking restrictions, grade revisions and other matters. The City of Klamath Falls is providing the necessary right of way and will assume jurisdiction over the portion lying outside of the curb line. The State retains full jurisdiction of the structure over Link River. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

In discussing this agreement, Chairman Jackson inquired as to what the City has indicated they will do on the balance of the project. The Engineer replied that they have suggested some changes in plans and have indicated willingness to contribute 25% of the cost, however, these matters have not been fully resolved.

Attention was given to a supplemental throughway agreement with Columbia County pertaining to the Delena-Rainier Section of the Columbia River Highway in Columbia County. The Engineer commented that the agreement provides for construction of an interchange and street connections. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

Consideration was given to a supplemental throughway agreement with Lane County pertaining to the Belt Line Road Interchange Section of the Pacific Highway (I-5) in Lane County. This agreement, the Engineer said, provides for construction of the interchange and connections to Belt Line Road and for structures over the throughway. The previous agreement was approved on January 27, 1958. The Engineer recommended approval and that the Secretary be authorized to sign the agreement for the Commission. His recommendation was accepted.

A throughway-abandonment agreement with Clatsop County pertaining to the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County was brought up by the Engineer. The agreement provides for construction

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of the project, reconstruction of existing road connections, road closures, utility relocations and other matters. The agreement also provides that upon completion of the project certain portions of the old alignment are to pass to the County for their control. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission gave attention to a supplemental throughway agreement with Washington County concerning the Cornell Road-Barnes Road Section (Cedar Hills Boulevard Interchange) on the Sunset Highway. The agreement carries the usual provisions for construction of the project and for reconstruction of local roads in the interchange vicinity in addition to relocation of utilities, road closures and other matters. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to an agreement with the City of Springfield for conversion of the existing traffic signals to three-phase, fully-actuated operation on Main Street at 21st Street and at 42nd Street. The Engineer remarked that the conversion is a part of the overall construction project on the 19th Street-East City Limits Section of the McKenzie Highway. The total cost of the project is estimated at \$48,500 of which the City agrees to pay one-fourth and also to maintain the signals and provide all electrical energy. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

A resolution was presented by the Engineer abandoning to Harney County the Diamond Secondary Highway and the Steens Secondary Highway spur in Crane. The resolution also provides for extending the Frenchglen Secondary Highway approximately 15.5 miles to a point near the Roaring Springs Ranch. The Engineer recalled that an agreement covering the exchange of highways was approved by the Commission April 21, 1966. It was his recommendation that the resolution be approved. The Commission accepted his recommendation and thereupon adopted "Abandonment Resolution No. 445", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission considered an agreement with the State Game Commission concerning the Silver Creek boat landing on the McKenzie Highway in Lane County. The Engineer explained that the prior ten year agreement concerning this landing has expired. Use of BLM lands between the highway and the McKenzie River has been clarified and renewal of the agreement for another ten year period beginning January 1, 1965, is desirable. Among other things the agreement provides that construction and maintenance of an unsurfaced parking area and two connecting roadways is to be provided by the Highway Department at Game Commission expense. Cleanup maintenance, fire protection and liability loss is to be assumed by the Game Commission. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Engineer reported that a traffic hazard exists on the Williamson River Bridge on The Dalles-California Highway north of Klamath Falls in Klamath County. The hazard appears to be caused by fishermen fishing from the bridge.

He recommended that a "No Fishing from Bridge" regulation be established. The Commission accepted his recommendation and thereupon adopted "Miscellaneous Resolution No. 245", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to an agreement with the Washington County Soil Conservation District concerning the lowering of a culvert on the Sunset Highway at Bledsoe Creek in Washington County. The Engineer stated that the agreement provides that the State will accomplish the lowering of a pipe or the placement of a new 48-inch pipe at a level in keeping with the drainage plan at such time as the drainage is developed southerly from the Sunset Highway. He estimated the cost of the project at \$7,500 and recommended that it be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

An agreement with the City of Portland for installation of illumination on the S. W. Montgomery-N. W. Johnson Section of the Stadium Freeway was considered. Under terms of the agreement the Engineer said that the State is to do the work at an estimated cost of \$144,000 and maintain the units after installation. The City is to pay for all electrical energy consumed. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Crown Zellerbach pertaining to an overpass on the Wauna Interchange Section of the Columbia River Highway in Clatsop County was presented by the Engineer. He explained that the company wishes to haul logs in excess of legal weights over the structure and has offered to pay the sum of \$32,500 in order to strengthen the structure to hold these heavier loads. The difference in cost has been carefully checked and it was his opinion that the sum of \$32,500 is adequate and he recommended that the agreement be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

Consideration was given to a supplemental throughway agreement with Clatsop County pertaining to the Wauna-Westport Section (Wauna Interchange) of the Columbia River Highway. The agreement provides for construction of the project, reconstruction of local roads and for relocation of utilities, road closures and other matters. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

An agreement with Southern Pacific Company covering installation of crossing gates and predictors at the grade crossing of their Woodburn-Springfield Branch and the Pacific Highway East in Marion County was discussed. The Engineer commented that the agreement provides that the State reimburse the railroad for 50 percent of the actual cost of installation which is estimated at \$17,730. He recalled that at the April, 1966, meeting an agreement with the City of Woodburn was approved in which the City is to bear 10 percent of the cost up to a maximum of \$1,773 leaving 40 percent or \$7,092 to be borne by the State. If the actual cost exceeds \$17,730 the State is to absorb 50 percent of the additional cost. The Commission accepted his recommendation for approval.

The Engineer recommended adding to the 1966 landscape program a project between the "Q" Street Interchange and 15th Street on the Eugene-Springfield Highway in Springfield, Lane County. This project, he said, consists of screen planting on the south side of the highway to afford a more desirable view than now exists. The Commission approved the project estimated to cost \$87,297.19 which will be 100 percent federal financed.

The Chairman inquired as to progress being made by the Green Thumb crews. The Engineer replied that they are performing excellent work. About 100 men are being employed in Hood River, Washington, Clackamas, Marion and Lane Counties. It is anticipated that Jackson and Josephine Counties will be added soon. The Chairman then asked if the operation appears to be a continuing function. The Engineer replied affirmatively. Commissioner Fridley inquired about the use of the Green Thumb crews on forest highways and State Parks. The Engineer replied that he knows of no restrictions as long as the work is performed in the designated counties.

Commissioner Fridley suggested that plaques be installed in State Parks which bear the names of individuals providing information concerning the names and the parks.

The Chief Counsel presented for approval an option on File No. 37930 for 19 to 20 acres of land on the James Langdon property south of the Champoege State Park on the Pacific Highway in Marion County. The option is for \$30,100. He requested that it be approved provided no legal complications develop. The Commission approved the option as presented.

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

"Indenture of Access" to Roy Peter Stolsig and Edgar N. and F. Dolores Roberts Property on Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

"Relinquishment of Title" to Josephine County for a parcel of land on the Grants Pass-Rock Point Section of the Pacific Highway in Josephine County.

"Agreement" with the State Game Commission covering the Silver Creek Boat Landing on the McKenzie Highway in Lane County.

"Agreement" with Southern Pacific Company covering installation of crossing gates and predictors at grade crossing of their Woodburn-Springfield Branch and Pacific Highway East in Marion County.

"Correction Bargain and Sale Deed" to Charles L. and Margaret C. Beers for a parcel of land on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

"Bargain and Sale Deed" to Board of Forestry covering property at Silver Falls Park on the Silver Creek Falls Highway in Marion County.

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"Bargain and Sale Deed" to Ronald B. and Marjorie M. Vliet for a parcel of land on the Bethany Corner Section of the Hillsboro-Silverton Highway in Marion County.

"Bargain and Sale Deed" to Thomas B. and Faye Swanton for a parcel of land on the North Bend-Marshfield Section of the Oregon Coast Highway in Coos County.

"Bargain and Sale Deed" to Alfred U. and Marian C. Jones for a parcel of land on the North Bend-Marshfield Section of the Oregon Coast Highway in Coos County.

"Correction Bargain and Sale Deed" to Barker Manufacturing Company for a parcel of land on the Willamette River-42nd Avenue Section of the Columbia River Highway in Multnomah County.

"Permit Agreement" with North Tillamook County TV Translators, Inc., covering installation of a TV translator station on Neah-Kah-Nie Mountain in Oswald West State Park in Tillamook County.

"Agreement" with Western Rivers Girl Scout Council, Inc. covering use of a portion of the Jessie M. Honeyman State Park in Lane County.

"Agreement" with Oregon Welcome Committee for extension of tourism programs to May 31, 1967.

"Agreement" with Deschutes County relating to distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965.

"Cooperative Construction-Finance Agreement" with the City of Corvallis pertaining to widening and reconstruction of Third Street between "B" and Harrison Streets.

"Cooperative Construction Agreement" with the City of Klamath Falls pertaining to the Main Street Connection Section of The Dalles-California Highway.

"Supplemental Throughway Agreement" with Columbia County pertaining to the Delena-Rainier Section of the Columbia River Highway.

"Supplemental Throughway Agreement" with Lane County pertaining to the Belt Line Road Interchange Section of the Pacific Highway.

"Throughway Abandonment Agreement" with Clatsop County pertaining to the Big Creek-Rock Creek Section of the Columbia River Highway.

"Supplemental Throughway Agreement" with Washington County pertaining to the Cornell Road-Barnes Road Section (Cedar Hills Boulevard Interchange) of the Sunset Highway.

"Agreement" with the City of Springfield covering installation of traffic signals at 21st Street and 42nd Street on the Main Street improvement project.

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"Agreement" with Washington County Soil and Water Conservation District covering the lowering or placement of a pipe in connection with a drainage project underway on the Sunset Highway at Bledsoe Creek in Washington County.

"Agreement" with the City of Portland for installation of illumination on S. W. Montgomery-N. W. Johnson Section of the Stadium Freeway in Multnomah County.

"Supplemental Throughway Agreement" with Clatsop County pertaining to the Wauna-Westport Section (Wauna Interchange) of the Columbia River Highway.

The Hon. Robert W. Straub, State Treasurer, came before the Commission concerning location of the Oregon Coast Highway in the Pacific City area in Tillamook County. The Commission's decision, he said, is of vital importance as it has to do with both economic and recreational values. He asked the Commission to keep the highway off the beach where there is another route available. It was his feeling that a first-class highway could be provided and also keep the beaches uncluttered. He endorsed the improvement of the Oregon Coast Highway and urged construction on an inland route with adequate access to the beaches. He mentioned that he had received 61 letters, 44 of which were in favor of keeping the highway off the beach, and 10 letters, all from people who live in or own property in the Pacific City area, that favored the beach route. The 44 letters, he added, are mostly from people who do not live in Pacific City. In addition to letters he said that he had received many phone calls to keep the highway off the beach. An editorial from the Oregon Statesman and a statement from the Oregon Roadside Council against the beach route was presented. Beach front property values, he stated, are rising in value more rapidly than inland properties and he mentioned the great increase in beach property value in the Salishan Development. The Manager of the Salishan property, he said, had stated that in his opinion the value of beach property would be cut in half by placing a highway between the property and the ocean. The people of Tillamook County, however, appear to be under the impression that if they do not go along with the beach route that the highway will not be constructed. It was his feeling that the public in general favors a route not on the beach and he asked the Commission to take action today to move the route inland or to hold a hearing in the Portland area.

Chairman Jackson commented that the Commission and its staff keenly appreciate that the 240 miles of public beaches in Oregon is one of the greatest assets in this country. One of the Commission's problems is to determine whether or not public interest will be served by isolating any beach area or making it difficult for the public to use it. He pointed out that the Commission is presently embarked on a program to develop approximately 80 access points to beaches where access is now limited. The Commission is faced with the problem of making a decision which would favor public use of the beach or would act for the benefit of those who own beach frontages. The Commission, he continued, has visited Pacific City on three occasions and the answer is not clear. The Commission is much concerned in making a right decision in this matter as once construction is started the

decision can not be rescinded. He emphasized the importance of the decision and stated that the Commission would not act arbitrarily, nor would any impulsive decision be made. It was his feeling that it would probably take some considerable time to weigh all of the factors involved and come up with a good answer. The Commission, he added, is somewhat confused as to what is the right thing to do and he thanked Mr. Straub for presenting his views.

A delegation from Tillamook County representing the Grange and other interests came before the Commission concerning the proposed Boyer Cut-off between the Three Rivers Highway near Dolph and the Salmon River Highway in Tillamook County. The following persons were present: O. E. Effenberger, Floyd Duncan, Elmer Duncan, H. S. Dixon, Paul Hannaman, Bill Vaughn and Alice Olsen.

Mr. O. E. Effenberger acted as spokesman. He stated that the farmers of Tillamook County are particularly interested in construction of the Boyer Cut-off in order to get a more economical haul on hay and other products into the County from the east. He recalled that previous delegations had requested construction of this Cut-off and it was their understanding that the project had been programmed; however, it was determined later that this was not true.

Paul Hannaman commented that when the survey had been completed in 1963, it was felt that construction would be performed in a few years. He asked that the Cut-off be placed in the program stage.

Floyd Duncan, Pomona Grange Master, stated that the Grange is in favor of the so-called beach route for the Oregon Coast Highway in the Pacific City area. He felt it would be to the advantage of the general public to get additional access to the beaches and he pointed out that there are few access points along this section of coast.

H. S. Dixon, Manager of Tillamook County Creamery Association, emphasized the importance of the Boyer Cut-off to the Tillamook County Dairy industry in hauling feed into the County.

Mr. Effenberger asked the Commission to place the Boyer Cut-off in the Forest Highway Program for early construction. It was his opinion that the Boyer Cut-off should be constructed before the Coast Highway is rerouted in the Pacific City area. He observed that there had been no major construction in Tillamook County for the last four years.

Chairman Jackson pointed out that the Boyer Cut-off and the Oregon Coast Highway in the vicinity of Pacific City are both on the Forest Highway system. There is annually approximately four million dollars

available for Forest Highway construction. Construction of the Boyer Cut-off will cost approximately 2.7 million dollars. When the Boyer Cut-off was considered a few years ago he recalled that the three counties involved, namely Tillamook, Polk and Yamhill, had not come to a complete agreement concerning disposition of the old highway and action on the project had been deferred. The Commission, he said, will give consideration to their request but he could not assure them that early action would be taken.

A delegation from Amity appeared before the Commission to urge improvement of the Pacific Highway West from a point north of Rickreall to McMinnville. The following people were present: Dale Sall, Dorothy Sall, Ivan Shields, Elmer Christensen, Mrs. B. Seibel, B. Seibel, Albert Yoder, Lyle Tresham, George Deraeva, P. E. Meeker and Bob Jungling, all from Amity; Mike Hamilton, Joe Dancer and John Jankowski, from McMinnville.

Mr. Dale Sall acted as spokesman and observed that the highway has not been modernized since it was constructed in 1921 for "Model T" traffic. He urged that the highway be widened from the improved section north of Rickreall to McMinnville. He also mentioned that there is considerable traffic on 99W going to or coming from the Universities in Corvallis and Eugene.

Mike Hamilton, President of the McMinnville Chamber of Commerce, stated that they are fully supporting the delegation's request.

Chairman Jackson stated that the Commission is very conscious of the need for improvement of the highway along this section, and such improvement has been considered lately and is high on the priority list. The Commission, he added, will not forget the delegation's request.


A delegation headed by the Hon. James B. Bedingfield, Jr., State Representative from Coos County, came before the Commission to urge improvement of Ocean Boulevard which is used as the route for the Empire-Coos Bay Secondary Highway. Others present were Walter Barham, William Morin and Pat Rooney, from Coos Bay.

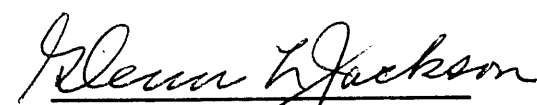
Mr. Bedingfield presented colored photographs to the Commission showing the present highway conditions and a printed statement showing the number of accidents and the traffic count on this highway. The section on which improvement is requested consists of approximately two miles. Traffic on this portion is very heavy and because of the obsolete nature of the highway there have been many accidents. He asked that the highway be widened to four traffic lanes and he offered the cooperation of the City of Coos Bay.


Chairman Jackson stated that the first step should be a formal proposal from the City as to what is desired so that the Highway Department


can determine the route, mileage and cost, and then consideration could be given as to what can be done. The Commission, he said, is not sure how much money it will have to spend on projects of this kind and cost of the project must be known before any commitment can be made.

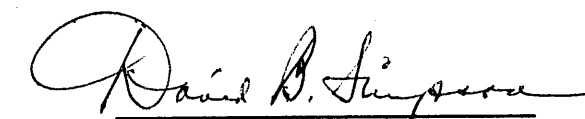
As there was no further business to consider, the Chairman adjourned the meeting at 11:38 a.m.

  
State Highway Engineer

  
Chairman

  
Commissioner

  
Secretary

  
Commissioner

Salem, Oregon  
July 14, 1966

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  
Tom Edwards, Assistant State Highway Engineer  
Lloyd Shaw, Assistant State Highway Engineer  
Fred Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
Frank McKinney, Assistant Counsel  
David Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were A. W. Parsons, Division Engineer of the U.S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; E. S. Hunter, Maintenance Engineer; John Oakes, Assistant Right of Way Engineer; Ralph Sipprell, Liaison Engineer; John Earley, Information Officer and Don Harwell, Assistant County and City Engineer.

Mr. George Rohde, Chief Counsel, was excused to attend a Highway Research meeting in Boulder, Colorado.

The Right of Way Engineer presented for consideration a list of options, pages 1 through 72, secured for acquisition of real property needed for state highway use or for other purposes. The amounts offered, he said, are based upon careful appraisals and are in proper order for Federal-aid. 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 confirmed closing the options which had been sent to them for approval since the last Commission meeting. The Commission also approved those options submitted for the first time at this meeting at the prices mentioned therein and thereupon adopted "Right of Way Resolution No. 34", 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 Right of Way Engineer commented that, as far as he knew, the options considered at this meeting comprise the greatest number of acquisitions submitted at one time.

The Property Manager's report covering sales of miscellaneous properties and a report of rentals received for the period May 20 to June 30, 1966, was presented by the Right of Way Engineer. During this period,

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miscellaneous sales amounted to \$18,201.74; land sales \$4,980; timber sales \$9,616.57. Rental receipts totaled \$11,919.42 in the month of May and \$12,563.12 in June. The Commission accepted the report.

Indentures of Access involving changes in location of points of access for the convenience of the property owners and for the safety of the traveling public were presented by the Right of Way Engineer. The Commission approved the following Indentures of Access:

- (1) Reliance Building and Investment Company, File No. 20248, for a change in location and widening from 25 to 36 feet on one point of access on the southwesterly side of the Clatskanie-Delena Section of the Lower Columbia River Highway in Columbia County. The access is planned to be a city street, unrestricted as to use, to provide service to a proposed shopping center. Approval was given by the Bureau of Public Roads on April 25, 1966.
- (2) Edmonds Property, File No. 19118, for a change in location and widening to 48 feet on one point of access, 2.25 miles southeast of Medford on the Rogue Valley Highway in Jackson County. The access is unrestricted to accommodate trailers turning from the highway and was approved by the Bureau of Public Roads on April 29, 1966.
- (3) Burrell Property, File No. 16055, for a change in location and an increase to 35 feet in width for one unrestricted point of access on the Goshen-Creswell Section of the Pacific Highway in Lane County. Approval was given by the Bureau of Public Roads on April 21, 1966.

Conveyance of a sewer easement to the City of Portland across an excess parcel of land located easterly from the Baldock Freeway (I-5) near the Spring Garden Street Overcrossing in Portland was considered. The Right of Way Engineer explained that the City is planning construction of a sanitary sewer which calls for crossing of the highway landscaped area adjacent to an interchange near Spring Garden Street, and also across a parcel of property fronting on S. W. 21st Avenue. The crossing of the landscaped area is to be covered by a pipe-line permit and the easement is to cover the crossing of the other parcel. No consideration is involved as the property will be benefited by the location of the sewer line. The Commission approved the easement.

Authority was requested by the Right of Way Engineer to offer at public sale an excess parcel of land containing 204 square feet located west of the intersection of Third Street and Taylor Street along the Columbia River Highway in the City of The Dalles, Wasco County. The property is to

be offered at a minimum of \$650 and is to be subject to the highway use restriction on signboards and junkyards. No Federal funds were used in the acquisition or construction of this property. The Commission authorized the sale.

A Bargain and Sale Deed conveying to the Port of The Dalles a parcel of land being a part of the William C. Laughlin Donation Land Claim No. 38 in Section 3, Township 1N, Range 13E, WM in Wasco County, was presented by the Right of Way Engineer. He pointed out that the deed covers a parcel of land which is to be conveyed to the Port of The Dalles as a part of the settlement of the law suit. The area involved is mostly under water and is used as a part of the boat basin. Commissioner Fridley inquired as to whether the transaction had been cleared with the Corps of Army Engineers. The Right of Way Engineer replied in the affirmative. He also commented that a second parcel is to be conveyed to the Port, but title can not be obtained until two years after completion of the contract. This parcel is to be deeded to the State by the Union Pacific Railroad. The Commission approved the deed.

The Engineer discussed with the Commission a request by the City of The Dalles to obtain the old maintenance site formerly operated by the Highway Department west of the city. He recommended that the property be transferred to the City for public purposes only at 50 percent of the appraised value. If the City should desire to use the property for other than public purposes or to dispose of it, he recommended that title be given to it upon receipt of full market value. The Commission accepted his recommendations.

The Assistant Counsel presented a list of properties needed for the uses indicated therein and 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 Department 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. 2271 through 2297", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

Concerning six acres of property owned by Portland Traction Company, File R-37651, on the Clackamas Highway in Clackamas County, the Assistant Counsel pointed out that authority to file condemnation proceedings had been given by phone by Chairman Jackson on June 15, 1966. The Commission confirmed the Chairman's action.

(For additional information, see the Chief Counsel's letter dated July 13, 1966, entitled "Recommendations for Condemnation", in the Salem Office General Files.)

A report on cases which have been tried in court was presented by the Assistant Counsel. He observed that the total of the amounts awarded



exceeded the total of the offers by approximately 17 percent. In two instances, the verdicts were the same as the amounts offered and in one case the amount awarded was less than the offer. He recommended and the Commission authorized him to take no further action concerning the Don B. Callahan Case, L-4525. 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-4941 Gary Ames, et al.	Clackamas	Clackamas	Estacada-Cazadero Dam	\$ 75.00	\$ 750.00	\$ 225.00
L-4942 Vernon Ames, et ux.	Clackamas	Clackamas	Estacada-Cazadero Dam	4,770.00	20,000.00	3,535.00
L-4812 Irvin G. McKeen, et al.	Jackson	Crater Lake	Shady Cove Bridge	100.00	2,500.00	34,000.00
L-4813 D. E. Millard, et al.	Jackson	Crater Lake	Shady Cove Bridge	30,400.00	30,400.00	
L-4692 Lester A. Jensen, et al.	Josephine	Pacific	Douglas County Line-Coyote Creek	1,950.00	None	1,950.00
L-4695 Walter W. Mosher, et al.	Josephine	Pacific	Douglas County Line-Coyote Creek	2,350.00	7,000.00	4,000.00
L-4951 William Smouse, et ux.	Lincoln	Corvallis-Newport	Toledo-Eddyville	875.00	3,500.00	1,100.00
L-4932 Vernon Steele, et al.	Lincoln	Siletz	Skunk Creek-Skalada Creek	500.00	6,150.00	500.00
L-4047 Manifold Business Investment, Inc., et al.	Multnomah	Pacific West	Hamilton Street-Slavin Road	650.00	10,000.00	3,750.00

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(Report of Condemnation Cases Tried - Cont.)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Defendant's Demand</u>	<u>Verdict</u>
L-4593 Loraine W. Grimes, et al.	Josephine	Pacific	Sexton Mt.-Jumpoff Joe Creek	\$ 655.00	\$ 3,500.00	\$ 655.00

#### 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-4061 Bob Willis	M.J.Brassfield Company, et al.	Hood River	Plaintiff seeks damages for trespass on private property	\$3,000.00	Dismissed for lack of prosecution
L-5028 Dolores L. Anderson, Administratrix	State of Oregon, by and through its State Highway Commission and others	Lane	Tort claim arising out of automobile accident involving departmental truck and employees and resulting in personal injuries	25,000.00 general damages 788.00 special damages	Demurrer on behalf of State of Oregon sustained. Case will proceed against employees with the insurance company providing defense
L-4918 Barbara Wester	State Highway Commission, Babler Bros., et al.	Multnomah	Tort claim arising out of accident within construction area resulting in death and personal injury	\$150,000.00 general damages 1,500.00 special damages	Case came on for trial against Babler Bros., Highway construction contractor and Highway Commissioners personally. The insurance company for contractor reached a settlement on damages and case was dismissed.

(For additional details, see the Chief Counsel's letters dated July 8 and July 13, 1966, concerning Cases Tried in the Salem Office General Files.)

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A report of cases which have been settled out of court was also presented by the Assistant Counsel. He commented that the total amount of settlements exceeds the total amount of the appraised values by approximately 3.85 percent. 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-4780 Fred Seymour, et al.	Douglas	Pacific	Canyonville-Josephine County Line	\$ 1,725.00	\$ 2,000.00
L-4885 Ernest Gleason, et al.	Jackson	Crater Lake	Biddle Road-Camp White	590.00	775.00
L-4698 Roger L. Strong, et al.	Josephine	Pacific	Douglas County Line-Coyote Creek	300.00	375.00
L-4789 Robert T. Tuttle, et al.	Lane	McKenzie	Mill Creek-Belknap Springs	3,650.00	5,700.00)
L-4790 Robert T. Tuttle, et al.	Lane	McKenzie	Mill Creek-Belknap Springs	150.00	1,100.00)
(Review appraisals showed value of \$5,500 on R-36630 property and \$1,000 on R-36628 property.)					
L-5057 Jonas J. Byberg, et al.	Marion	Hillsboro-Silverton	Mt. Angel-Silverton	1,400.00	1,400.00
L-4971 George H. Barton, et al.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	450.00	450.00
L-5009 Clementine M. Richards, et al.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	3,280.00	3,750.00
L-4963 J. E. Langdon, et al.	Clackamas	Pacific	Hayesville Junction-Wilsonville Junction	30,100.00	30,100.00
(Approved NOA at the June 2, 1966 Commission meeting.)					
L-5060 Clyde D. Sandgren, et al.	Clackamas	Beaverton-Tigard	Sunset Highway-Pacific Highway	45,000.00	45,060.00

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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-4910 Everette Dennis, et ux.	Lincoln	Corvallis-Newport	Toledo-Eddyville	\$ 3,950.00	\$ 5,450.00
(Realtor employed by Dennis set value at \$7,420.00.)					
L-4950 Lewis H. Lunstedt, et al.	Lincoln	Siletz	Skunk Creek-Skalada Creek	385.00	750.00
L-5012 A. G. Pieper, et al.	Umatilla	Old Oregon Trail	Morrow County Line-Stanfield Junction	3,100.00	3,600.00
L-5065 King Broad-casting Co., et al.	Multnomah	Stadium Freeway	Fremont Interchange-Marquam Bridge		50.00 per month

REPORT OF OTHER CASES SETTLED

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Settlement</u>
L-4720 Herman Steeck dba as Steeck Electric Co.	State of Ore.	Marion	Damages and additional compensation under illumination contract for Crater Lake Interchange, Contract No. 6090.	\$3,254.84	\$1,750.00

(For additional details, see the Chief Counsel's letter dated July 8, 1966, concerning Cases Settled in the Salem Office General Files.)

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

BEND-LAPINE SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-39300 - Norbert N. Schaedler, et ux. 1.15 acres for right of way purposes. Offer of \$2,750.00 approved by Mr. Fridley June 7, 1966.

BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-38204 - Leonard C. Barrett, et ux. 80 square feet for right of way purposes. Offer of \$25.00 approved by Mr. Jackson June 7, 1966.

CATHERINE CREEK BRIDGE SECTION OF THE LAGRANDE-NORTH POWDER HIGHWAY

R-39790 - Henry L. Hess. 0.17 acre for temporary easement. Offer of \$100.00 approved by Mr. Fridley July 1, 1966.

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FOREST BOUNDARY-THREE LYNX SECTION OF THE CLACKAMAS HIGHWAY

R-38824 - Portland General Electric Company. Parcel No. 1: 6.0 acres for right of way purposes; Parcel No. 2: 2.0 acres for right of way purposes. Offer of \$275.00 approved by Mr. Jackson June 13, 1966.

FOREST GROVE-YAMHILL COUNTY LINE SECTION OF THE TUALATIN VALLEY HIGHWAY

R-36870 - H. W. Sundemeier, et ux. Parcel No. 1: 4.95 acres for right of way purposes; Parcel No. 2: 0.07 acre for right of way purposes. Offer of \$2,575.00 approved by Mr. Jackson June 9, 1966.

R-36875 - Erwin Oscar Brettauer, Trustee. Parcel No. 1: 6.0 acres for right of way purposes; Parcel No. 2: 0.15 acre for permanent easement. Offer of \$4,100.00 approved by Mr. Jackson June 9, 1966.

R-36876 - Alvin Van Dyke, et ux. Parcel No. 1: 5.15 acres for right of way purposes; Parcel No. 2: 0.09 acre for permanent easement; Parcel No. 3: 0.21 acre for permanent easement. Offer of \$1,950.00 approved by Mr. Jackson June 9, 1966.

R-36877 - Charles Walta, et al. Parcel No. 1: 5.1 acres for right of way purposes; Parcel No. 2: 0.42 acre for right of way purposes; Parcel No. 3: 0.14 acre for permanent easement. Offer of \$2,825.00 approved by Mr. Jackson June 23, 1966.

R-36878 - Eric R. Bryant, et ux. 2.25 acres for right of way purposes. Offer of \$1,025.00 approved by Mr. Jackson June 9, 1966.

LEBANON SECTION OF THE SANTIAM HIGHWAY

R-37388 - Cecil G. Mason, et ux. 350 square feet for right of way purposes. Offer of \$450.00 approved by Mr. Jackson June 7, 1966.

LITTLE NORTH FORK NEHALEM RIVER-HUMBURG SUMMIT SECTION OF THE SUNSET HIGHWAY

R-39503 - Crown Zellerbach Corporation. Parcel No. 1: 24.0 acres for right of way purposes; Parcel No. 2: 0.5 acre for right of way purposes. Offer of \$24,225.00 approved by Mr. Jackson June 8, 1966.

MCCULLY FORK-SUMPTER SECTION OF THE SUMPTER VALLEY HIGHWAY

R-39388 - William G. Hiler, et ux. 6.4 acres for right of way purposes. Offer of \$1,000.00 approved by Mr. Fridley July 6, 1966.

R-39444 - William G. Hiler, et al. 2.7 acres for right of way purposes. Offer of \$425.00 approved by Mr. Fridley July 6, 1966.

R-39905 - Western Lands & Minerals, Inc. 0.7 acre for right of way purposes. Offer of \$150.00 approved by Mr. Fridley July 6, 1966.

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

R-33991 - Phillips Ranch. Parcel No. 1: 11.7 acres for right of way purposes; Parcel No. 2: 0.9 acre for right of way purposes; Parcel No. 3: 0.18 acre for temporary easement; Parcel No. 4: 1.45 acres for temporary easement. Offer of \$3,400.00 approved by Mr. Fridley June 30, 1966.

MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY

R-37814 - Clyde Marriott, et ux. Acquisition of access. Offer of \$50.00 approved by Mr. Jackson June 21, 1966.

19TH STREET-CITY LIMITS SECTION OF THE MCKENZIE HIGHWAY

R-39051 - C. L. Hutcheson, et ux. 75 square feet for right of way purposes. Offer of \$75.00 approved by Mr. Jackson July 7, 1966.

R-39059 - Phelon H. Riley, et ux. 113 square feet for right of way purposes. Offer of \$115.00 approved by Mr. Jackson June 30, 1966.

R-39062 - Oliver N. Bell, et al. 50 square feet for right of way purposes. Offer of \$50.00 approved by Mr. Jackson July 8, 1966.

R-39072 - Carl E. Sagle, et ux. 75 square feet for right of way purposes. Offer of \$75.00 approved by Mr. Jackson July 8, 1966.

R-39340 - James A. Trude, et ux. 75 square feet for right of way purposes. Offer of \$75.00 approved by Mr. Jackson June 20, 1966.

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

R-38161 - Lincoln Loan Company. 2,556 square feet for right of way purposes. Offer of \$3,400.00 approved by Mr. Jackson June 10, 1966.

PENDLETON SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-38922 - James H. Raley. 35,000 square feet for right of way purposes. Offer of \$350.00 approved by Mr. Fridley June 7, 1966.

RHODA CREEK-WHITE BRIDGE SECTION OF THE POWERS HIGHWAY

R-39369 - Dorothy Buckingham, et al. 0.75 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson June 10, 1966.

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

R-33279 - Cedar Hills Co. Parcel No. 1: 6,600 square feet for right of way purposes; Parcel No. 2: 8,500 square feet for right of way purposes. Offer of \$3,200.00 approved by Mr. Simpson June 15, 1966.

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SWEET HOME-FOSTER SECTION OF THE SANTIAM HIGHWAY

R-38533 - William Keeney. 730 square feet for right of way purposes. Offer of \$4,800.00 approved by Mr. Jackson July 6, 1966.

R-38535 - Homer Speer. 620 square feet for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson June 15, 1966.

R-38540 - Clarence E. Kyriss, et al. 690 square feet for right of way purposes. Offer of \$9,285.00 approved by Mr. Jackson June 7, 1966.

R-38550 - Vivian Weddle Long. 240 square feet for right of way purposes. Offer of \$100.00 approved by Mr. Jackson July 7, 1966.

R-38551 - Charles L. Brooks, et ux. 430 square feet for right of way purposes. Offer of \$325.00 approved by Mr. Jackson June 10, 1966.

R-38552 - Walter G. Beebe, et ux. Parcel No. 1: 430 square feet for right of way purposes; Parcel No. 2: 25 square feet for right of way purposes. Offer of \$325.00 approved by Mr. Jackson June 8, 1966.

R-38560 - Velma E. Burrell. 125 square feet for right of way purposes. Offer of \$75.00 approved by Mr. Jackson June 10, 1966.

R-38563 - Thomas Roger Grovom, et ux. Parcel No. 1: 530 square feet for right of way purposes; Parcel No. 2: 0.13 acre for permanent easement. Offer of \$1,800.00 approved by Mr. Jackson June 10, 1966.

R-38567 - William E. Ellingsworth, et ux. 7,000 square feet for right of way purposes. Offer of \$1,750.00 approved by Mr. Jackson July 7, 1966.

R-38575 - James V. Sheridan. 245 square feet for right of way purposes. Offer of \$125.00 approved by Mr. Jackson June 10, 1966.

R-38579 - A. Day Cleveland, et ux. 1,340 square feet for right of way purposes. Offer of \$375.00 approved by Mr. Jackson June 15, 1966.

R-38580 - Thomas J. Lewis, et ux. 2,480 square feet for right of way purposes. Offer of \$800.00 approved by Mr. Jackson June 7, 1966.

R-38583 - James W. Carter, et ux. 950 square feet for right of way purposes. Offer of \$1,075.00 approved by Mr. Jackson June 14, 1966.

R-38584 - Elmo M. Misner, et ux. 1,610 square feet for right of way purposes. Offer of \$2,680.00 approved by Mr. Jackson July 1, 1966.

R-38585 - Robert E. Terry, et ux. 1,840 square feet for right of way purposes. Offer of \$1,600.00 approved by Mr. Jackson July 7, 1966.

R-38586 - Donn L. Taylor, et ux. 840 square feet for right of way purposes. Offer of \$600.00 approved by Mr. Jackson July 8, 1966.

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SWEET HOME-FOSTER SECTION OF THE SANTIAM HIGHWAY CONT.

R-38587 - John A. Wills, et ux. Parcel No. 1: 6,160 square feet for right of way purposes; Parcel No. 2: 5,900 square feet for permanent easement. Offer of \$900.00 approved by Mr. Jackson July 8, 1966.

R-38605 - Edward F. Henthorne, et ux. Parcel No. 1: 70 square feet for right of way purposes; Parcel No. 2: 180 square feet for permanent easement. Offer of \$100.00 approved by Mr. Jackson July 6, 1966.

R-38606 - Ruth Norquist. 5,885 square feet for right of way purposes. Offer of \$500.00 approved by Mr. Jackson July 7, 1966.

R-38608 - George Strouts, et ux. 9,450 square feet for right of way purposes. Offer of \$1,500.00 approved by Mr. Jackson June 29, 1966.

R-38619 - Duncan & Moore Logging, Inc. 2,065 square feet for right of way purposes. Offer of \$1,525.00 approved by Mr. Jackson June 15, 1966.

R-38623 - Orlen M. Danielson and Albin E. Danielson. 1,420 square feet for right of way purposes. Offer of \$2,725.00 approved by Mr. Jackson June 20, 1966.

R-38625 - Lyle King and Homer Moxley. 950 square feet for right of way purposes. Offer of \$600.00 approved by Mr. Jackson June 17, 1966.

R-38630 - James H. Christie, et ux. 1,260 square feet for right of way purposes. Offer of \$4,175.00 approved by Mr. Jackson July 1, 1966.

R-38633 - Shannon Transport Inc. 1,925 square feet for right of way purposes. Offer of \$1,200.00 approved by Mr. Jackson June 15, 1966.

R-38649 - Otis E. Banta, et ux. 1,350 square feet for right of way purposes. Offer of \$400.00 approved by Mr. Jackson July 7, 1966.

R-39415 - Claude Mays, et ux. 1,200 square feet for right of way purposes. Offer of \$350.00 approved by Mr. Jackson June 30, 1966.

UPPER BOONES FERRY ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-36040 - Frank H. Vail, et ux. 5,425 square feet for right of way purposes. Offer of \$16,400.00 approved by Mr. Jackson June 7, 1966.

WHITE BRIDGE SECTION OF THE POWERS HIGHWAY

R-37828 - Anna Caughell, et al. Parcel No. 1: 1.0 acre for right of way purposes; Parcel No. 2: 0.8 acre for right of way purposes. Offer of \$425.00 approved by Mr. Jackson June 27, 1966.

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A report of property damage claims collected by the Legal and Right of Way Department during the three month period of April, May and June, 1966, was presented by the Assistant Counsel. During this period \$25,546.60 was collected. The Commission accepted the report.

The Assistant Counsel reported briefly on the case of Doris Lake vs. A. E. Johnson and Emory E. Johnston, L-5070. This action was commenced in the Multnomah County Circuit Court in which the plaintiff seeks \$2,845.25 special damages and \$100,000 general damages, plus costs. The plaintiff alleges that in August, 1964, she tripped over curbing installed at the Motor Vehicles Office at 5821 N. E. Glisan in Portland. The Highway Department owns this building and maintains the parking lot used by the public. Defense of the State Employees has been tendered to the insurance carrier who has retained an attorney to represent them. The Commission accepted the report.

The Chairman inquired as to progress of the DeLong law suit concerning construction of the Astoria Bridge. The Assistant Counsel replied that the DeLong attorney had asked that the trial be held in Multnomah County and the Highway Department had requested it be held in Marion County. The trial is scheduled to be held in Marion County.

Concerning the Buxton case involving location of the Oregon Coast Highway in the Pacific City area in Tillamook County, the Assistant Counsel stated that an answer is expected from Judge Solomon within two or three weeks.

Extensions of two agreements with the State Game Commission for construction and operation of boat ramps at Mc Leod State Park in Jackson County and along the Rogue River Loop Highway near Robertson Bridge in Josephine County were presented by the Engineer. Agreements covering these locations expire April 30, 1966, and the Game Commission has requested extension for a ten-year period ending April 30, 1976. The agreements contain a cancellation clause which may be exercised by the Highway Commission if the premises are needed for State Highway or State park purposes. The Commission accepted the Engineer's recommendation for approval of the agreements and authorized the Secretary to sign them in their behalf.

Surveys involving location of portions of State Highways were recommended by the Engineer. He explained briefly the pertinent facts pertaining to each survey. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 313 through 317", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Grants Pass-Country Club Road Section of the Williams Highway in Josephine County, a distance of 2.95 miles. (See "Survey Resolution No. 313").
- (2) McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County, a distance of 2.63 miles. (See "Survey Resolution No. 314").

- (3) Little Beech Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County, a distance of 5.21 miles. A public hearing was held in Mt. Vernon on June 9, 1966. (See "Survey Resolution No. 315"). The Commission also approved an increase of \$100,000 for financing the south unit of the project.
- (4) Beaverton-Jamieson Road Section of the Beaverton-Hillsdale Highway in Washington County, a distance of 1.29 miles. (See "Survey Resolution No. 313").
- (5) West Newberg-Chehalem Creek Section of the Pacific Highway West in Yamhill County, a distance of 0.79 mile. A public hearing was held on this project in Newberg on April 27, 1966. (See "Survey Resolution No. 316").
- (6) Geary Ranch-Green Springs Highway (Orindale Draw) Section of the Lake of the Woods Highway in Klamath County, a distance of 6.48 miles. (See "Survey Resolution No. 317"). This section was also established as a secondary highway and as a throughway. On this project the Engineer stated that Klamath County has agreed to purchase the required right of way and will take over the existing highway when construction of the new section is completed. In addition to approval of the survey, he requested authority to delegate Klamath County as the purchasing agent for the necessary right of way. The Commission granted the authority.
- (7) Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County. (See "Survey Resolution No. 313").

Increases in authorization on four highway construction projects were requested by the Engineer and approved by the Commission as follows:

- (1) Contract No. 6730 on the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County, for an increase of \$40,571 (29.1%). Principal reason for the overrun was the difficulty in securing an adequate water supply. Three wells were drilled which contained salt water and could not be used. Lengthening of water lines to fit the well location, and an overrun in the embankment in place also increased costs.

- (2) Contract No. 6735 on the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, for an increase of \$15,834.22 (17.77%). Increased quantities of topsoil required by sanitary inspectors to cover disposal areas was given as the principal reason for the overrun.
- (3) Contract No. 6535 on the Independence Junction-West Salem Section of the Willamina-Salem Highway in Polk County, for an increase of \$226,905.46 (15%). Slide correction, increased retaining wall quantities and additional subdrainage work were given as principal reasons for the overrun.
- (4) Contract No. 6625, the Stearns Ranch-Swartz Canyon Road Section of the Crooked River Highway in Crook County, for an increase of \$10,636.39 (7.48%). An increase in the amount of grading work and additional oiling were given as the major causes of the overrun.

The matter of subscribing to the Highway Research Correlation Service was brought up by the Engineer. He pointed out that the Highway Research Board collects pertinent information relating to highways and makes this information available to the States which subscribe to the service. It was his feeling that it is the only practical means by which Highway Department personnel can be kept abreast of current developments. Oregon's share in the amount of \$10,813 for the fiscal year beginning July 1, 1966, is the same amount as the preceding year. The expenditure is eligible for Federal-aid reimbursement as a Highway Planning Survey project and has been approved in the current budget. Following his favorable recommendation, the Commission approved the subscription.

Consideration was given to a request from the City of Newport for annexation to the city of a portion of the Oregon Coast Highway just north of the city. The Engineer commented that an investigation had been made and he recommended that the Commission give its consent to the annexation. The Commission accepted his recommendation and authorized the Secretary to sign the consent form.

Contractors' requests for extensions of time to complete highway contracts were presented by the Engineer. He outlined pertinent facts relating to each request and made his recommendation. After considering his recommendation and other available information, the Commission took action as follows:

- (1) Oosterwyk Nurseries, Inc., Contract No. 6735, for construction of the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, requested an extension of the specified completion date from April 30 to May 31, 1966. The Commission approved an extension of the completion date

to May 24, 1966, without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter of May 26, 1966.

- (2) McIntyre Electrical, Inc., Contract No. 6692, for installation of traffic signals on the Pacific Highway East in Multnomah and Clackamas Counties, requested an extension of the completion date from December 31, 1965, to April 15, 1966. The Commission approved the extension as requested, without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter of May 18, 1966.
- (3) S. A. Hutchins & Associates Construction Company, Contract No. 6732, on the Valley of the Rogue State Park Overnight Camp Extension in Jackson County, requested an extension of the specified completion date from April 30, 1966, to May 21, 1966. The Commission approved an extension to May 2, 1966, the date of completion, without assessment of liquidated damages.
- (4) Underwood and Richards Construction Company, Contract No. 6690, for construction of the Four Mile Creek Bridge on FAS 420 in Klamath County, requested an extension of the completion date from November 30, 1965, to the date of completion December 6, 1965. The Commission approved the extension, without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter of June 7, 1966.
- (5) Don Greene Construction, Inc., Contract No. 6625, for work on the Stearns Ranch-Swartz Canyon Road Section of the Crooked River Highway in Crook County, requested an extension of time from October 1 to November 1, 1965; however, a "shut down" order was issued on October 16, 1965 to May 24, 1966. The project was completed May 27, 1966. The Commission approved an extension of the completion date to May 24, 1966 without assessment of liquidated damages.
- (6) Donald M. Drake Company, Contract No. 6331, for construction of the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County, requested an extension of completion dates for Units 2 and 3 from October 1, 1964, and July 31, 1965, respectively, to the actual completion dates of March 8, 1965, and March 7, 1966.



The Commission approved the extensions as requested, without assessment of liquidated damages. Approval by the Bureau of Public Roads was given in their letter of June 21, 1966.

The Engineer reported that Contract Nos. 6358, 6473, 6549, 6582, 6587, 6629, 6687, 6689, 6690, 6708, 6716, 6725, 6726, 6750 and 6752 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. 151", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The date for the next Highway Commission meeting was confirmed for Thursday, August 25, 1966, in Room 419 of the State Highway Building in Salem. A tentative date for the following meeting was set for October 6, 1966.

The Commission approved the minutes of the meeting held on June 2, 1966.

Some additions and adjustments to the current State Construction program were recommended by the Engineer. Funds for this work, he said, have been made available by underruns in the cost of existing contracts. The Commission confirmed the following adjustments which had been approved verbally by the Chairman on June 30 and July 6.

- (1) Glenada-Siltcoos Section, US101. Add 1.87 miles on south end and 0.3 mile on north end for estimated cost of \$75,000. Work to be done at bid prices.
- (2) Veneta-Fisher Road Section, Mapleton-Eugene Highway. Add 0.6 mile to the east end for estimated cost of \$25,000. All prices to be bid prices except subbase material which is increased from \$2.16 to \$2.26 for extra haul and difficulty of placement.
- (3) Cave Junction-O'Brien Section, Redwood Highway. Add two nonwork sections for estimated cost of \$45,000. All work to be done at bid prices.
- (4) Arlington-South Section, John Day Highway. Add .75 mile on north end. Work to be done by State forces under State force order at an estimated cost of \$18,000.

- (5) Antelope Canal-Jack Creek Section, I.O.N. Highway. Add 5.4 miles to east end of project at estimated cost of \$300,000. Bid prices to prevail except as follows:

Stone subbase increased from \$1.15 to \$1.35  
3/4-0 increased from 2.75 to 2.95  
Class "B" A.C. increased from 5.40 to 5.65

These increases are due to additional haul.

- (6) Hatfield Highway. Let a new contract on July 28, 1966, to overlay 2.42 miles north from the California line for an estimated cost of \$100,000.
- (7) Worden-California Line Section, The Dalles-California Highway. Let a new contract on July 28 to widen and overlay 4.6 miles north from the California line for an estimated cost of \$300,000.
- (8) Burnt Hill to Brookings Section of the Oregon Coast Highway in Curry County. Let a new contract to pave new culvert inverts with gunite at an estimated cost of \$50,000. This project approved verbally by Chairman Jackson on July 6, 1966.

Consideration was given to requests from Baker, Lane and Sherman Counties for Federal-aid Secondary Projects as well as a request from Curry County for the cancellation of two projects. The Engineer commented that the requests have been investigated and the projects are eligible for the use of FAS Funds. Following his favorable recommendation, the Commission approved the following projects and cancellations and authorized the Secretary to sign routine construction agreements when they are prepared.

County	FAS No.	Section & Description	Programmed Amount	FAS Funds 1967
Baker	937	James School-Glynn Payton Lane, 3.5 miles. Grade, surface and oil.	\$175,000	
Lane	860	Willamette River Bridge. Structure.	\$480,000	1967
Sherman	666 & 668	Kent Loop Section. Grade, surface and oil. 2.8 miles	\$150,000	1967
TOTAL NEW PROJECTS.....			\$805,000	

(Tabulation continued on following page)



<u>County</u>	<u>FAS No.</u>	<u>Section &amp; Description</u>	<u>Programmed Amount</u>	<u>FAS Funds</u>
<u>CANCELLATION OF PREVIOUSLY APPROVED PROJECTS</u>				
Curry	258	Coast Fork-Indian Creek Section Grading & paving.	\$210,000	
Curry	878	Lobster Creek Bridge. Structure.	\$ 75,000	
TOTAL CANCELLED PROJECTS			- \$285,000	
TOTAL.....			\$510,000	

<u>SUMMARY BY FISCAL YEARS</u>	<u>1966</u>	<u>Estimated 1967</u>	<u>Total</u>
Allocated Funds	\$3,952,000	\$3,953,000	\$7,905,000
Approved Projects (Corrected to date)	3,952,000	692,000	4,644,000
Unprogrammed Balance	\$--	\$3,261,000	\$3,261,000
Projects Proposed	--	520,000	520,000
Unprogrammed Balance	\$--	\$2,741,000	\$2,741,000

The Commission confirmed Chairman Jackson's action of June 16, 1966, approving the award of contracts for bids received June 9, 1966, and authorized the Secretary to sign contracts on the following projects.

BIDS RECEIVED IN SALEM JUNE 9, 1966

AWARDS MADE JUNE 16, 1966

Three structures on the Bolon Island-Jack Franz Slough Section of the Smith River Road, east of Gardiner, in Douglas County. Federal-aid Secondary Highway Project No. S-552(1). Two bids were received. The Commission elected to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the sum of \$461,953.75 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Douglas County is received and the sum of \$258,800 is deposited by the County.

Clyde Holliday Safety Rest Area on the John Day Highway, west of John Day, in Grant County. FAP No. LSF-5(1). Five bids were received. The Commission awarded the contract to the low bidder, Aichele Landscaping, Inc., Portland, at \$71,045.00.

Stone base and oiling on the Drewsey-Central Oregon Highway Section of FAS 458, west of Juntura, in Harney County. FAP No. S-167(3). Two bids were received. The Commission elected to accept the low bid of J.C. Compton

Company, McMinnville, in the sum of \$49,365.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Harney County is received and the sum of \$11,200.00 is deposited by the County.

Grading, paving and signing 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(35)43. Four bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$3,207,547.45.

Grading, paving and traffic signals on the Barnett Road (Medford) Section of the Pacific Highway, south of Medford, in Jackson County. State Project. Two bids were received. The Commission elected to accept the low bid of Trowbridge Electric Company, Roseburg, in the sum of \$33,214.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

Ashland and Winchester Truck Scale Site illumination on the Pacific Highway, near Ashland and north of Roseburg, in Jackson and Douglas Counties. Federal-aid Interstate Highway Project Nos. I-5-3(74)131 and I-5-1(62)19. One bid was received. The Commission awarded the contract to Madson and Stokes Electrical Contractor, Roseburg, at \$12,991.00.

Grading and paving on the Spring Street-Wall Street (Klamath Falls) Section of the Klamath Falls-Malin (Esplanade Spur) Highway in Klamath Falls, Klamath County. State Project. One bid was received. The Commission awarded the contract to Asphalt Paving Company, Klamath Falls, at \$17,966.80.

Grading and paving on the Harney County Line-Hogback Section of the Lakeview-Burns Highway, southwesterly of Burns, in Lake County. Federal Land Highway Project No. FLH-1(5). Ten bids were received. The Commission awarded the contract to the low bidder, Babler Brothers, Inc., Portland, at \$912,672.50.

Roadside improvement on the "Q" Street Interchange-Fifteenth Street Section of the Eugene-Springfield Highway in Springfield, Lane County. FAP No. LSF-5(2). Three bids were received. The Commission awarded the contract to the low bidder, Wildish Construction Company, Eugene, at \$79,070.80.

Grading, paving, signing and signal on the 19th Street-East City Limits (Springfield) Section of the McKenzie Highway in Springfield, Lane County. State Project. Two bids were received. The Commission elected to accept the low bid of Wildish Construction Company, Eugene, in the sum of \$1,731,089.30 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Springfield is received, the necessary right of way is acquired and the sum of \$496,163.67 is deposited by the City.

Grading and paving on Mile Point 1.9 Slide Section of the Corvallis-Newport Highway, west of Toledo, in Lincoln County. State Project. Nine bids were received. The Commission awarded the contract to the low bidder, White Brothers Construction Company, Inc., Walla Walla, Washington, at \$70,593.00.

Screen planting on the Salem Bypass Section of the Pacific Highway, east of Salem, in Marion County. FAP No. CJI-5-5(1). Four bids were received. The Commission awarded the contract to the low bidder, D & L Construction Company, Salem, at \$2,482.00.

Screen planting on the Grand Ronde-Willamina Section of the Salmon River and Willamina-Salem Highways, near Grand Ronde, in Polk County. FAP Nos. CJF-23(1) and CJF-47(1). Three bids were received. The Commission awarded the contract to the low bidder, Aichele Landscaping, Inc., Portland, at \$13,929.50.

Lower Willow Creek Bridge on the Courtney Lane County Road, southwest of Elgin, in Union County. Federal-aid Secondary Highway Project No. S-523(3). Five bids were received. The Commission elected to accept the low bid of T & M Construction Company, Salem, in the sum of \$41,264.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Union County is received and the sum of \$9,300.00 is deposited by the County.

Grading, stone base and structure on the Willowdale Junction-Antelope Creek Section of FAS 704, south of Maupin, in Wasco County. FAP No. ER-172(3). Three bids were received. The Commission elected to accept the low bid of R. L. Coats, Bend, in the sum of \$151,832.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the Bureau of Public Roads and Wasco County is received and the sum of \$34,300.00 is deposited by the County.

Grading and paving on the Mountain Creek-John Day River Section of the Ochoco Highway, east of Mitchell, in Wheeler and Grant Counties. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$212,918.50.

Grading and paving Oak Avenue in Amity, Yamhill County. State Project. Three bids were received. The Commission elected to accept the low bid of Salem Road & Driveway Company, Salem, in the sum of \$17,514.62 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Amity is received and the sum of \$5,250.00 is deposited by the City.

Grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway, southeast of Coquille, in Coos County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, S. A. Hutchins & Associates Construction Company, Sutherlin, at \$897,334.00.

Grading, paving and culvert on the Dry River Section of the Ochoco Highway, east of Redmond, in Crook County. State Project. Three bids were received. The Commission elected to accept the low bid of Bend Aggregate and Paving Company, Bend, in the sum of \$95,549.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

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Catherine Creek and Grande Ronde River Bridges on the Medical Springs, La Grande-North Powder and Cove Highways in Union County. State Project. Five bids were received. The Commission elected to accept the low bid of Hamilton Construction Company, Eugene, in the sum of \$162,913.50 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading and paving on the West Slope-Beaverton Section of the Tualatin Valley Highway, near Beaverton, in Washington County. State Project. Four bids were received. The Commission elected to accept the low bid of Cascade Construction Company, Inc., Portland, in the sum of \$132,082.00 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading, paving and structure on the Tualatin River Bridge Section of the Beaverton-Tualatin Highway at the City of Tualatin in Washington County. State Project. This project was withdrawn from the letting.

The Commission confirmed the Chairman's action of July 6, 1966, approving the award of contracts for bids received June 30, 1966, and authorized the Secretary to sign contracts on the following projects.

BIDS RECEIVED IN SALEM JUNE 30, 1966

AWARDS MADE JULY 6, 1966

Grading and oiling on the McCully Fork-Sumpter Section of the Sumpter Valley Highway, northwesterly of Sumpter, in Baker County. State Project. Seven bids were received. The Commission elected to accept the low bid of J. M. Purcell Construction Company, Salem, in the sum of \$197,783.50 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Pine Creek Bridge on Goodman Sawmill Lane near Halfway and Powder River Bridge on Coffey Road near Haines in Baker County. Four bids were received. The Commission referred all bids to Baker County.

Park facilities in Cove Palisades State Park, southwest of Madras, in Jefferson County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Mann Construction Company, Redmond, at \$152,874.00.

Grading and paving Santiam Avenue in Detroit, Marion County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, North Santiam Sand & Gravel, Inc., Stayton, at \$12,714.53.

Park facilities in Wallowa Lake State Park, Wallowa County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Teeple & Thatcher Contractors, Inc., Portland, at \$359,396.00.

Marys River (Wren) Bridge on the Corvallis-Newport Highway, northwest of Philomath, in Benton County. State Project. Eight bids were received.

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The Commission awarded the contract to the low bidder, Ross Brothers Construction, Inc., Salem, at \$126,377.00.

Clackamas River State Recreation Area northwest of Estacada in Clackamas County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, Charles T. Parker Construction Company, Portland, at \$58,882.50.

Grading, paving and structure on the Wauna Interchange Section of the Columbia River Highway, west of Clatskanie, in Clatsop County. State Project. Four bids were received. The Commission elected to accept the low bid of Grimstad and Vanderveldt, Inc., Astoria, in the sum of \$362,445.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading, stone base and structure on the John Day (Mt. Vernon) Bridge Section of the John Day Highway, west of Mt. Vernon, in Grant County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Schrader Construction Company, Inc., Portland, at \$147,351.50.

Long Tom River South Overflow Bridge on the Territorial Highway, north of Veneta, in Lane County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Hamilton Construction Company, Eugene, at \$115,567.00.

Revise west guardrail on the Interstate Bridge Northbound in Multnomah County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Schrader Construction Company, Inc., Portland, at \$71,480.00.

Overnight camp area development in Ainsworth State Park, west of Dodson, in Multnomah County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Schrader Construction Company, Inc., Portland, at \$213,647.60.

Grading, paving and structure on the Tualatin River Bridge Section of the Beaverton-Tualatin Highway, at the city of Tualatin, in Washington County. State Project. Nine bids were received. The Commission elected to accept the low bid of Ross Brothers Construction, Inc., Salem, in the sum of \$279,093.50 and the State Highway Engineer is directed to award the contract to said bidder as soon as the signed construction finance agreement is received from the City of Tualatin.

The Commission confirmed the Engineer's award of contracts which had been referred to him to award when certain conditions had been satisfied as follows:

- (1) Screen planting on the Junction City-Eugene Section of the Pacific Highway West in Lane County. Bids received May 19, 1966. Contract No. 6853 awarded June 6, 1966, to Aichele Landscaping, Inc., Portland, low bidder.

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- (2) Screen planting on the Newberg-Dundee Section of the Pacific Highway West in Yamhill County. Bids received May 19, 1966. Contract No. 6854 awarded June 6, 1966, to Aichele Landscaping, Inc., Portland, low bidder.
- (3) Grading, paving, structure and signing on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County. Bids received May 19, 1966. Contract No. 6855 awarded June 16, 1966, to Earl L. McNutt Company and Hamilton Construction Company, Eugene, low bidder.
- (4) Grading and paving on the Little North Fork Nehalem River-Humburg Summit Section of the Sunset Highway in Clatsop County. Bids received May 19, 1966. Contract No. 6856 awarded June 16, 1966, to S. D. Spencer and Son, Vancouver, Washington, low bidder.
- (5) Three structures on the Bolon Island-Jack Franz Slough Section of the Smith River Road in Douglas County. Bids received June 9, 1966. Contract No. 6868 awarded June 16, 1966, to Tom Lillebo Construction Company, Reedsport, low bidder.
- (6) Grading and paving Oak Avenue in Amity, Yamhill County. Bids received June 9, 1966. Contract No. 6869 awarded June 16, 1966, to Salem Road and Driveway Company, Salem, low bidder.
- (7) Stone base and oiling on the Drewsey-Central Oregon Highway Section of FAS 458 in Harney County. Bids received June 9, 1966. Contract No. 6870 awarded June 21, 1966, to J. C. Compton Company, McMinnville, low bidder.
- (8) Grading, paving and traffic signals on Barnett Road (Medford) Section of the Pacific Highway in Jackson County. Bids received June 9, 1966. Contract No. 6871 awarded June 21, 1966, to Trowbridge Electric Company, Medford, low bidder.
- (9) Grading, paving and culvert on the Dry River Section of the Ochoco Highway in Crook County. Bids received June 9, 1966. Contract No. 6872 awarded June 27, 1966, to Bend Aggregate and Paving Company, Bend, low bidder.

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- (10) Grading, stone base and structure on the Willowdale Junction-Antelope Creek Section of FAS 704 in Wasco County. Bids received June 9, 1966. Contract No. 6873 awarded July 5, 1966, to R. L. Coats, Bend, low bidder.
- (11) Grading and paving on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County. Bids received June 9, 1966. Contract No. 6874 awarded July 6, 1966, to Cascade Construction Company, Inc., Portland, low bidder.
- (12) Grading, paving, signing and signal on the 19th Street-East City Limits (Springfield) Section of the McKenzie Highway in Lane County. Bids received June 9, 1966. Contract No. 6875 awarded July 6, 1966, to Wildish Construction Company, Eugene, low bidder.
- (13) Lower Willow Creek Bridge on the Courtney Lane County Road in Union County. Bids received June 9, 1966. Contract No. 6885 awarded July 6, 1966, to T and M Construction Company, Salem, low bidder.
- (14) Catherine Creek and Grande Ronde River Bridges on the Medical Springs, La Grande-North Powder and Cove Highways in Union County. Bids received June 9, 1966. Contract No. 6886 awarded July 7, 1966, to Hamilton Construction Company, Eugene, low bidder.

The Engineer reported that studies had been made concerning speed zones on three sections of state highways and changes should be made for the convenience and safety of the traveling public. The Commission approved revisions as presented and thereupon adopted "Speed Zone Resolutions Nos. 508, 509 and 510", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) "Speed Zone Resolution No. 508" rescinds an existing 60 mile-per-hour speed zone established by Speed Zone Resolution No. 318 dated April 21, 1960, and establishes a 70 mile-per-hour zone on the Old Oregon Trail in Malheur County, from M. P. 387.76, south of Farewell Bend State Park, to M. P. 412.79 at the Idaho State Line.
- (2) "Speed Zone Resolution No. 509" establishes a 50 mile per hour speed zone in the community of Pioneer on the Green Springs Highway in Klamath County, from M.P. 52.10 to M.P. 53.56. This action was initiated by a petition requesting a speed zone.

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- (3) "Speed Zone Resolution No. 510" rescinds Speed Zone Resolution No. 440 dated January 30, 1964, and establishes speed zones varying from 45 miles per hour to 65 miles per hour on The Dalles-California Highway in Klamath County, from M. P. 186.19, near the Crescent Ranger Station, southerly to M. P. 273.36 at the north city limits of Klamath Falls.

A resurfacing contract on The Dalles Bypass Section of the Columbia River Highway requires that traffic be operated on a two-way basis during construction. The Engineer pointed out that this creates a comparatively short section of two-lane highway with long sections of four-lane highway at each end. For the safety of the traveling public, he recommended that a temporary speed zone of 45 miles per hour be placed on this two-lane section between M. P. 81 and 87. He also recommended that the speed zone be automatically cancelled upon completion of the project. This matter, he said, was approved by the Chairman on July 7. The Commission confirmed the action and thereupon adopted "Speed Zone Resolution No. 511", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Engineer reported that in order to handle traffic properly at the Arlington Interchange on the Columbia River Highway (I-80N) in Gilliam County, it is necessary to prohibit parking on a section of highway. The Commission approved prohibiting parking on the John Day Highway from M. P. 0.00 at its junction with I-80N southerly to M. P. 0.62 and thereupon adopted "No Parking Resolution No. 259", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

In connection with the installation of left-turn refuges and traffic signals on the Mt. Hood Highway between S. E. 112th and S. E. 122nd Avenues, east of Portland, the Engineer stated that it is necessary for the safety of the traveling public to control parking in the vicinity of these two intersections. He recommended that no parking zones be established in these areas including provision for parallel parking on a short section. The Commission accepted his recommendation and thereupon adopted "No Parking Resolution No. 260", and "Parallel Parking Resolution No. 12", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

For the proper operation of left-turn channelization, the Engineer reported that in connection with construction of this channelization on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County, it will be necessary that parking be prohibited in the channelized area. He recommended that parking be prohibited on the north side of the Tualatin Valley Highway from M. P. 1.70 to M. P. 3.03 and that parking be prohibited on the south side of the highway from M. P. 1.72 to M. P. 3.03. The Commission approved his recommendation and thereupon adopted "No Parking Resolution No. 261", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

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Consideration was given to the termination of a lighting agreement with Southern Pacific Company at the railroad crossing of the Beaverton-Tualatin Secondary Highway near Tualatin in Washington County. The Engineer stated that the installation is no longer necessary as warning signals and gates have been installed and he requested authority to terminate the agreement. The Commission granted the authority.

Attention was given to a license agreement with Publishers Paper Company for the right to prospect on their land for material sources to be used on the Oregon Coast Highway in north Tillamook County. The Engineer commented that the agreement allows the State Geological Crews to enter on the property and prospect for quarry rock sources. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement with the City of Medford covering installation of traffic signals at the intersection of Barnett Road and Stewart Avenue in Medford was presented by the Engineer. He explained that the State is to do the work and the City has agreed to pay one-half the cost of installation and furnish all maintenance and electrical power necessary for operation of the signals. The estimated cost of installation is \$16,500. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered an agreement with the City of Medford covering the installation of traffic signals at the intersection of 8th and Ivy Streets on the Medford-Provolt Highway in Jackson County. The total cost of installation the Engineer estimated at \$7,000 of which the City has agreed to pay half, and provide all of the maintenance and electric energy necessary to operate the signals. Based on the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

A cooperative construction-finance agreement with the City of Cave Junction concerning the four-lane paving of the Cave Junction Section of the Redwood Highway in Josephine County and the installation of storm drains and curbs was considered. The Engineer stated that the agreement provides for things to be done by the City and the State and for utility relocation, grade revisions, encroachments, parking restrictions and other matters. The project is estimated to cost \$220,000 to be shared 75 percent by the State and 25 percent by the City. The City is to deposit with the State the sum of \$55,000 prior to award of a contract for the work. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was also given to a cooperative construction-finance agreement with the City of Portland concerning the Gibbs Street-Hood Avenue Section of the Oswego Highway in Portland. The area covered by the agreement lies immediately west of the Ross Island Bridge and involves connections from local streets to the bridge. The Engineer stated that it is proposed that the work be done by State forces at an estimated cost of \$10,000. The City has agreed to contribute half of the cost up to a maximum of \$5,000. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

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An agreement with the Bureau of Land Management for a cooperative fencing project on the I.O.N. Highway, southwesterly from Jordan Valley in Malheur County was considered. In this project the Engineer stated that the Bureau of Land Management will provide the wire and contract the fence construction. The State, as usual, is to furnish the posts at an estimated cost of \$1,500. Based on the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The Commission also considered an agreement with Deschutes County and Everett Thornburgh for fencing between M. P. 99.82 and M. P. 102.19 on the McKenzie Highway in Deschutes County. The Engineer explained that under the agreement the State will furnish the posts and the County will furnish the wire and other necessary materials. The lessee, Mr. Thornburgh, is to furnish the labor to construct the fence. He estimated the cost to the State at \$2,500 and recommended that the agreement be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

Consideration was given to a throughway agreement with Jackson County and the City of Medford pertaining to the Biddle Road Interchange Section of the Crater Lake Highway and the Pacific Highway in Jackson County. The Engineer commented that the agreement provides for construction of the interchange, connections to the Crater Lake Highway, a structure over Biddle Road, and other matters. Based on his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Douglas County, the cities of Roseburg and Winston, and the Board of Higher Education for conducting a transportation planning study in the Roseburg-Winston area was presented. The Engineer stated that the project is estimated to cost a total of \$50,200, of which the State will contribute \$25,000 from Highway Planning Research Funds. Completion of the project is expected by July 1, 1968, and he recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to an agreement with the City of Springfield covering installation of lights on the Willamette River Bridges at the crossing of Main and South "A" Street on the McKenzie Highway in Springfield. The State is to pay for the original installation, maintain all of the units, and pay for the electrical energy used outside the city limits. The City is to pay for all electrical energy used within the city. The project is estimated to cost \$18,000. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement for them.

An agreement with Southern Pacific Company concerning flashing light signals at a grade crossing of the Salem-Dayton Highway (Wallace Road) with the Falls City Branch, Southern Pacific Company, in West Salem, Polk County, was considered. The agreement provides that the State reimburse the Railroad for all of the cost of installing the timber crossing including

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engineering and flagging, and 90 percent of the cost of installing cantilever-type flashing light signals. The Engineer estimated cost to the State at \$23,685 and recommended approval of the agreement. The Commission approved the agreement.

Agreements with Lake and Wheeler Counties concerning distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965 were presented by the Engineer. The agreements, he said, are in proper form and he recommended approval. The Commission approved the agreements and authorized the Secretary to sign them in their behalf.

Extension of an agreement with the U. S. Geological Survey concerning a small stream gaging program for the fiscal year ending June 30, 1967, was brought up by the Engineer. He pointed out that this program has been in effect for the past 15 years and the information secured is used to determine the size of drainage structures and other hydrological problems in highway construction. He recommended that the agreement be extended for another year on the following basis:

\$10,000 as part of the Highway Planning and Research Program (80 percent, Bureau of Public Roads, 20 percent State);

5,000 of State funds; and

5,000 of Geological Survey funds

\$20,000 total program

The Commission approved extension of the agreement as recommended, and authorized the Secretary to sign it for them.

The installation of modern controller equipment on three signalized intersections in the City of Portland was brought up by the Engineer. He commented that these signals have been in operation for 15 to 20 years and are badly in need of new signal controllers at an estimated cost of \$10,600. He recommended approval of the project with the understanding that the City of Portland is to pay half the cost of installation and provide for all maintenance and power needs. The Commission approved the installation as recommended at the following intersections:

S. W. Barbur Boulevard (US99W) and Hamilton Street

N. E. 39th Avenue and Senate (ramp terminal at 39th and Banfield)

S. E. 50th, Powell Boulevard (US26) and Foster Road

The Commission also authorized the Secretary to sign an agreement covering the installation.

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Attention was given to an agreement with the City of Tigard covering adjustment of a sewer on the Beaverton-Tigard Highway at its intersection with the Pacific Highway West in Tigard. The Engineer explained that the adjustment of this City sewer is necessary because of highway construction on the Beaverton-Tigard Highway. Under terms of the agreement, the State is to pay the cost of the adjustment in the first instance and the City is to reimburse the State in ten annual installments totaling an estimated \$38,000. This matter, he continued, was approved verbally by the Chairman on July 6. The Commission confirmed the agreement and authorized the Secretary to sign it for them.

The Commission considered, and following the favorable recommendation of the Engineer, approved an extension rider on an agreement with Union Pacific Railroad Company extending the expiration date from November 25, 1966, to November 25, 1967. The agreement allows the State to go on railroad property to make surveys for the proposed Fremont Bridge on the Stadium Freeway in Multnomah County.

Attention was given to an agreement with Union Pacific Railroad Company and the City of Hermiston covering work to be performed by the Railroad in construction of the West City Limits-N. 1st Street Section of the Hermiston Highway in Umatilla County. The Engineer stated that this work is in connection with State Contract No. 6782 and obligates the City and the State to reimburse the Railroad for engineering and inspection services, renewal of rail crossings, and installation of steel rail headers at an estimated cost of \$5,390. An agreement with the City obligates the State to bear this entire cost, including the cost of future maintenance of the pavement in the crossing area between the rails. The Railroad is to maintain its facilities at its own expense. The Commission approved the agreement following the Engineer's favorable recommendation.

The Commission also considered a construction agreement with Southern Pacific Company for construction of a railroad crossing structure on the Bolon Island-Jack Franz Slough Section of the Smith River Road in Douglas County. This work, the Engineer stated, is in connection with State Highway Contract No. 6868 and provides that the State reimburse the Railroad for expenses incurred in engineering, inspection, flagging and removal of existing grade crossing protection at an estimated cost of \$12,816. The Railroad is to pay 10 percent of the cost of the structure. Following his favorable recommendation, the Commission approved the agreement.

A resolution apportioning to the cities 10 percent of the amount credited to the Highway Fund during the first half of 1966 was presented by the Engineer. He mentioned that the apportionment has been computed in accordance with the Law and he recommended adoption. The Commission accepted his recommendation and thereupon adopted "City Allocations of State Gas Tax Funds Resolution No. 43", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A cooperative construction agreement with the City of Tualatin was presented by the Engineer. This agreement, he said, pertains to the

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Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County. The agreement provides for construction of a new structure and its approaches. It also provides that the State relocate an existing 10-inch water main across the structure at an estimated cost of \$8,700 to be reimbursed by the City in yearly installments starting March 10, 1968, and to be paid in full prior to March 11, 1972. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Engineer presented for the Commission's confirmation an agreement with Moffatt, Nichol & Taylor engineers covering their services as consulting engineers for the preparation of plans and specifications for the West Linn-Oregon City Bridge on Interstate 205 in Clackamas County. Selection of this firm, he said, is recommended after considering eight or ten other firms and after numerous conferences with officials of the Bureau of Public Roads. The agreement provides for a fee of not to exceed \$320,841. Verbal approval was given on July 7 by the Chairman. The Commission confirmed prior approval and authorized the Secretary to sign the agreement.

An agreement with the City of Stayton pertaining to drainage on the Aumsville-Mehama Secondary Highway was considered. The City of Stayton, the Engineer said, recently engaged an engineering firm to prepare plans for City-wide drainage. A portion of the improvement has been completed, some is under contract, and a segment remains to be contracted. Some of the drainage work affects the Aumsville-Mehama Highway and he recommended that the State pay the City the sum of \$10,000 to cover the portion which would be the responsibility of the State because of its highway.

In addition to this work, the City has proposed a cooperative widening project on Washington Street between 1st and 6th Streets. Washington is used as the route for the Aumsville-Mehama Highway. As proposed the City would pay for the drainage and curbs and the State would grade, provide base material and paving at an estimated cost of \$3,600. The State will maintain the widened pavement between curb lines and the City is to assume all maintenance and jurisdiction of the storm sewer system. Following his favorable recommendation, the Commission approved the agreements as presented and authorized the Secretary to sign them in their behalf.

Reconstruction of the west guardrail on the Portland-Vancouver Interstate Bridge on the Pacific Highway was brought up by the Engineer. He pointed out that the present rail is in bad condition and he recommended that it be reconstructed at a cost not to exceed \$105,000 from toll revenues. This project was approved verbally by Chairman Jackson on June 15. Bids were received on June 30 and the contract awarded July 6. The Commission confirmed the actions.

To alleviate a flood drainage problem on the Willamette Highway near Goshen, the Engineer recommended the installation of two pipe arches at M. P. 0.9 with a drainage easement to carry the water to an overflow channel, and three pipe arches at M. P. 1.3 with a concrete apron and a

drainage easement. He estimated cost of the project at \$120,000 and recommended that it be added to the current State Construction Program. The Commission accepted his recommendation.

The Commission considered the matter of a name for the new bridge across the Columbia River between Astoria and Megler. The Engineer recommended that it be named "Astoria Bridge". The Commission approved the name and thereupon adopted "Miscellaneous Resolution No. 246", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Selection of a name for the new park on the Clackamas River in Clackamas County was considered. After due consideration, the Commission named the park "McIver State Park" and thereupon adopted "State Parks Resolution No. 3-4w", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The matter of plowing snow on roads leading to ski areas in Oregon was discussed briefly. No action was taken at this time and the Chairman commented that the matter should be considered as under consideration.

In the construction of the Winchuck River Section of the Oregon Coast Highway in Curry County under Contract No. 6487, difficulties were encountered in connection with property owned by Edward and Carol Freeman. The Freemans, the Engineer said, have presented a claim in the sum of \$1,000 for labor and materials supplied by them for maintaining temporary fencing, repairing washed out sections of an approach road, equipment rental, installation of water lines, and loss of pasture to accommodate a temporary reservoir. These claims have been thoroughly investigated and are reasonable and just. It was the Engineer's recommendation that the Freemans be paid the sum of \$1,000 if they will execute a release absolving the State from future claims. The Commission approved payment of the claim as recommended.

Chairman Jackson presented 40-year service pins to Paul Davies, Parks Property Supervisor, Salem; E. E. Johnston, District Maintenance Superintendent, Portland; S. P. Jones, District Maintenance Superintendent, Klamath Falls; Carol Converse, Section Foreman, Medford; and Harry Yoder, Bridge Foreman, North Bend. Lester Haga, Section Foreman Helper, Coquille, was ill and unable to be present. The Chairman greeted each of the men personally and complimented them on their record of long service to the State.

The meeting was recessed at 10:00 a.m. to be reconvened at 10:30 a.m. with the same persons present.

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

"Indenture of Access" to Reliance Building and Investment Company property on the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.



"Indenture of Access" to Jack E. and Dona M. Edmonds property on the Medford-Phoenix Section of the Rogue Valley Highway in Jackson County.

"Indenture of Access" to T. C. and Hazel Burrell property on the Goshen-Creswell Section of the Pacific Highway in Lane County.

"Agreement" with Southern Pacific Company covering alteration and installation of flashing light signals at grade crossing of Wallace Road and Falls City Branch of Southern Pacific Company on the Orchard Heights Road-Edgewater Street Section of the Salem-Dayton Highway in Polk County.

"Extension Rider" from Union Pacific Railroad Company extending the expiration date from November 25, 1966 to November 25, 1967 of existing license to make surveys on the railroad property for the proposed Fremont Bridge.

"Agreement" with Union Pacific Railroad Company and the City of Hermiston covering construction of the West City Limits-North First (Hermiston) Street Section of the Hermiston Highway in Umatilla County.

"Agreement" with Southern Pacific Company pertaining to construction of the railroad crossing structure on the Bolon Island-Jack Franz Slough Section of the Smith River Road in Douglas County.

"Bargain and Sale Deed" to the Port of The Dalles for a parcel of land on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

"Relinquishment of Title" to the City of Woodburn for a parcel of land on the Woodburn Section of the Pacific Highway East in Marion County.

"Grant of Easement" to the City of Woodburn for a parcel of land on the Woodburn Section of the Pacific Highway East in Marion County.

"Agreement" with State Game Commission covering construction and operation of boat ramps in McCleod State Park in Jackson County and a tract of land along the Rogue River Loop Highway in Josephine County.

"Subscription" to the Highway Research Correlation Service for the fiscal year beginning July 1, 1966 to June 30, 1967.

"License Agreement" with Publishers' Paper Company of Oregon City permitting State geological crews to enter their premises to explore material sources in connection with future improvements on the Oregon Coast Highway.

"Agreement" with the City of Medford covering installation of traffic signals at intersection of Barnett Road and Stewart Avenue in the City of Medford, Jackson County.

"Agreement" with the City of Medford covering installation of traffic signals at intersection of 8th and Ivy Streets on the Medford-Provolt Highway in the City of Medford, Jackson County.

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"Cooperative Construction-Finance Agreement" with the City of Cave Junction for installing storm drains and curbs and paving the Cave Junction Section of the Redwood Highway in Josephine County.

"Cooperative Construction-Finance Agreement" with the City of Portland covering the Gibbs Street-Hood Avenue Section of the Oswego Highway in Multnomah County.

"Fence Agreement" with the United States of America by and through its Bureau of Land Management concerning fencing on the southeasterly side of the I.O.N. Highway in the vicinity of Antelope Reservoir in Malheur County.

"Fence Agreement" with Deschutes County and Everett Thornburgh covering fencing on the McKenzie Highway east of Cloverdale in Deschutes County.

"Agreement" with Douglas County, Cities of Roseburg and Winston, and the Board of Higher Education for conducting a cooperative comprehensive transportation planning study in the Roseburg-Winston area in Douglas County.

"Agreement" with the City of Springfield covering installation of illumination of the Willamette River Bridges at the crossing at Main and South "A" Street on the McKenzie Highway in Lane County.

"Agreement" with the following counties relating to the distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965: Wheeler and Lake Counties.

"Agreement" with the City of Tigard covering a sewer adjustment on the Beaverton-Tigard Highway at its intersection with US99W in Tigard, Washington County.

"Cooperative Construction-Finance Agreement" with the City of Tualatin pertaining to the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County.

Chairman Jackson requested, after viewing the collection of old time highway pictures in the Maintenance Engineer's Office, that these pictures and others concerning the early days of the Highway Department be assembled and preserved as historical items.

The matter of providing insurance on the Astoria Bridge was discussed. The type and amount of insurance to be carried has been under consideration for several months. After careful consideration of various proposals, the Commission accepted the proposal submitted through the Oregon Association of Insurance Agents, broker of record, and Marsh & McLennan-D. K. MacDonald & Company, Inc., service broker, for physical loss or damage insurance in the amount of \$20,880,000. Premium for the 3-year period from noon, PDT, July 29, 1966, to noon, July 29, 1969, is \$113,139.34 plus \$6,910.59 for debris removal. The Commission's acceptance of this insurance is subject to approval by the State of Washington.

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A delegation representing the Union Fishermen's Cooperative Packing Company in Astoria came before the Commission to request access to the eastern side of the Oregon Coast Highway at the north approach to the Youngs Bay Bridge in Astoria. The following persons were present: Robert A. Engblom, H. G. Palmberg, Ted Bugas, Thomas L. McQuaid, Jr., Thomas L. McQuaid, Sr., Harold Olsvick and Jean H. Hallaux, all of Astoria.

Mr. Ted Bugas, President of the Astoria Chamber of Commerce, stated that the Chamber of Commerce and the City of Astoria have both approved this request. If the access is granted, the low land will be filled for an industrial development; however, traffic control will be needed. He called attention to the fact that Astoria has a very limited amount of land available for industry, and even though granting of the access may cause traffic problems, it was his opinion that there are in existence instances of departure from standard practices.

Chairman Jackson stated that the Commission is aware that the City, the Chamber of Commerce and the County have endorsed the project. The request will be investigated and an answer given later.

Mr. E. R. Baldwin, Auditor and Police Judge for the City of Warrenton, and Mr. Richard Maize came before the Commission to request the opening up of N. W. Eleventh Street into Fort Stevens State Park. Mr. Baldwin pointed out that Fort Stevens State Park is within the city limits of Warrenton and the City is involved in the handling of garbage, policing and fire protection involving the state park. At the present time, there is no good access road into the park for fire protection. He urged construction using N. W. Eleventh Street, which would tie into the Peter Iredale Road. Fire and police equipment on runs to the state park must now go through the City of Hammond, and the City objects to high speeds of these vehicles through the City. The City of Warrenton, he said, will provide the right of way, plus \$10,000 of city funds to aid in construction and would be willing to use the city allocation of gas tax fund for this purpose.

The Chairman complimented Mr. Baldwin for the offer of the city to participate and he said that an investigation will be made and a reply given later.

Mr. James D. Mehelis, Mr. George Wood and Mr. Ed Byerlee came before the Commission regarding the relocation of the Oregon Coast Highway in the vicinity of Pacific City in Tillamook County. Mr. Mehelis, representing the Pacific City Boosters Club, stated that in his opinion the location of the highway had already been settled. The proposed route along the Sand-spit, he said, will not spoil the beach in any way. He pointed out if the inland route is used, the property between the highway and the beach will be privately owned and access to the beach by the general public will be very difficult. Also, the inland route would destroy a great deal of farm property and cause much damage to the clam beds, as well as disturbing the resting area for water fowl. He called attention to a statement that had been made to him by operators of the Winema Christian Camp to the effect that they are not objecting to the route along the Sand Spit. It was his opinion that the Commission had made a proper choice in using the Sand

Spit Route and it was his hope that they would abide by their decision. He presented to the Commission a number of pictures concerning the proposed routes.

Chairman Jackson stated that the Commission appreciates the presentation made, and he pointed out that many have protested the route along the Sand Spit but the delegation this morning is the first formal action of support. He pointed out that the Commission is much concerned in making a decision which would be in the best interests of the public. The confusion and uncertainty as to the route in the Pacific City area, he said, will not hold up progress as the southern end north of Neskowin is not in controversy.

A delegation representing the Hood-Land Chamber of Commerce came before the Commission to urge early construction on the Mt. Hood Highway from Alder Creek to Zigzag in Clackamas County. The following people were present: Mr. and Mrs. Roy Carothers, Don Chamberlin, Phil Barker, George Staggs, L. Fields, Ed Cook, Darrell Jones and Senator John Inskeep.

Senator Inskeep commented on the importance of the highway as an arterial connecting eastern and western Oregon, and as a route used by tourists and recreationists, particularly skiers.

Mr. Carothers presented some material concerning the use of the highway, particularly for recreation. He also commented that a new park is being constructed by the U. S. Department of Interior near Wemme.

Chairman Jackson stated that the Commission is not now in a position to program additional construction on this road because of the uncertainty of funds. He pointed out that the 1967 session of the Legislature will most likely consider proposals having to do with the amount of funds available for highway work. The cost of the work being requested, he said, is approximately \$3,800,000. Consideration will be given to the project after the Legislature has determined its policy on highway funds.

A delegation representing the Klamath County Chamber of Commerce, the City of Klamath Falls and the Medford Chamber of Commerce came before the Commission concerning improvements to the Lake of the Woods Highway (Oregon Route 140). The following people were present: Paul V. Rynning, Robert Carstensen, Don Faber, Floyd Somers, Chester Hubbard and Gene Hopkins all of Medford. Also attending were George Callison, A. Addison and Winston Kurth of Klamath Falls.

Mr. Paul Rynning introduced the members of the delegation and read a prepared statement urging realignment and construction to standard specifications for that portion of the Lake of the Woods Highway near Klamath Falls and the portion nearest Medford. He commended the Commission for designing the new alignment on the Klamath Falls end, generally referred to as the Orindale Draw. He called attention to the approximate 1,000 daily increase in traffic near Klamath Falls.

The Medford Chamber of Commerce, he said, wishes to support the plan for relocation of the highway from the Crater Lake Highway at Antelope

Road to Brownsboro. Also supported for future construction is the section from Brownsboro to the newly completed section about four miles west of the Forest Service Boundary. The Chamber of Commerce is concerned too in planning for joining the Lake of the Woods Highway with I-5 near Seven Oaks Crossing. The Lake of the Woods Highway is bringing good benefits to the state, particularly to Southern Oregon and early completion of the project will greatly increase those benefits.

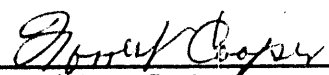
Mr. Hubbard stated that the Medford Chamber of Commerce feels that the route selected by the Commission in the Brownsboro area is a most suitable one. Mr. Carstensen expressed a similar opinion.

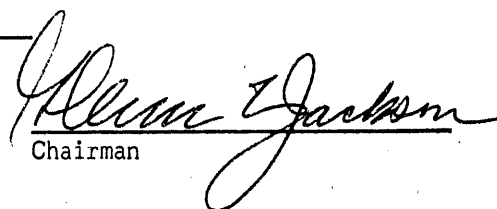
Mr. Addison from Klamath Falls, stated that he has seen maps of the Orindale Draw alignment, and feels that it is a fine location. Mr. Kurth from Klamath Falls presented some maps outlining recreational developments on Klamath Lake by the Federal Government, Klamath County and the State, all of which will require access to the new route. Mr. Somers pointed out that all of the local governments concerned in these developments are in accord and he urged early construction.

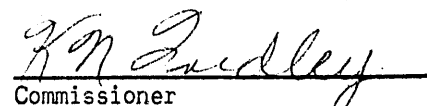
Chairman Jackson informed the delegation that the Commission, earlier in the meeting, had adopted surveys for the Geary Ranch-Green Springs Highway (Orindale Draw) Section on the Klamath Falls end, and the Brownsboro-Hanley Ranch Section on the Medford end.

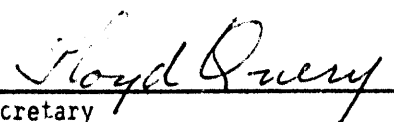
The Legislature, at its next session, will most likely take action concerning highway funds and their allocation among the cities and counties. The Commission, at this time he said, can not see its way clear to make any commitments as to time of construction because of the uncertainty of highway funds.

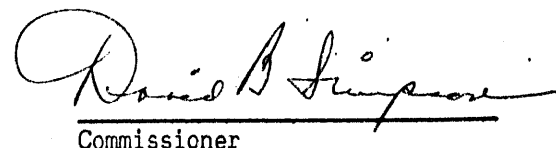
There being no other business to consider, the Chairman adjourned the meeting at 11:46 a.m.

  
State Highway Engineer

  
Chairman

  
Commissioner

  
Secretary

  
Commissioner

July 14, 1966

Salem, Oregon  
August 25, 1966

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  
Tom Edwards, Assistant State Highway Engineer  
Lloyd P. Shaw, Assistant State Highway Engineer  
Fred B. Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
G. E. Rohde, Chief Counsel  
Frank C. McKinney, Assistant Counsel  
David H. Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; John Oakes, Assistant Right of Way Engineer; John Earley, Information Officer; Ralph Sipprell, Liaison Engineer; and K. A. Chatwood, Administrative Right of Way Agent.

The Right of Way Engineer presented for consideration a list of options, Pages 1 through 74, secured for acquisition of real property needed for State Highway use or for other purposes. The amounts offered, he said, are based upon competent appraisals and are in order for Federal-aid. 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 confirmed closing the options which had been sent to them for approval since the last Commission meeting. They also approved those options submitted for the first time at this meeting at the prices mentioned therein and thereupon adopted "Right of Way Resolution No. 35", 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 of buildings was presented by the Right of Way Engineer. Miscellaneous sales from June 30, 1966 to August 12, 1966, amounted to \$28,943.00. Land sales totaled \$650.00 and timber sales \$1,003.03. Rental receipts for the month of July were \$14,277.89. The Commission accepted the report.

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Authority was requested by the Right of Way Engineer to offer at public sale several parcels of excess property. Minimum prices have been determined by careful appraisal. Access provisions and other conditions of sale are consistent with those available to other properties in the vicinity. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolutions Nos. 464 through 466", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 2.0 acres of land, File No. 1582, located south of Ontario approximately 750 feet west of the Old Oregon Trail in Malheur County, for not less than \$3,000. The Right of Way Engineer explained that the property was purchased from the County in 1943 for \$1. The County has requested that the site be sold and that the sale expenses be deducted from the sale price and the balance given to the County. (See "Real Property Resolution No. 464").
- (2) 1.5 acre, File No. 8306A, located approximately 362 feet westerly from the Central Oregon Highway at Hines in Harney County, for not less than \$500. The sale is to be subject to signboard and junkyard exclusion clauses.
- (3) 27,334 square-feet of land, File Nos. 10755, 10763, 10763A, and 10763B, located approximately two blocks south of the McKenzie Highway, one block east of the Willamette River near the Willamette River Bridge, Lane County, for not less than \$14,650. The Right of Way Engineer commented that the site was originally acquired in 1943 for an oil sump which has been converted for sand storage. The property is no longer needed for highway purposes and the Borden Chemical Company has requested that the site be made available for sale. No restrictions are involved and no Federal funds were used in the acquisition of the property. (See "Real Property Resolution No. 465").
- (4) 1,890 square feet of land, File Nos. 28226 and 28311 located adjacent to the easterly site of the East Bank Freeway Section of the Pacific Highway (I-5) between Broadway and Weidler Streets in Portland, for not less than \$3,000. The sale is subject to a signboard and and junkyard exclusion clause as well as Civil Rights language. Approval of the sale was given by the Bureau of Public Roads in their

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letter of August 22, 1966. (See "Real Property Resolution No. 466").

Direct sales of two parcels of property to two adjoining property owners were recommended by the Right of Way Engineer. He pointed out that realignment of a portion of the Mt. Hood Highway just east of the town of Sandy in Clackamas County has caused a portion of the former right of way to be no longer needed for highway purposes, and it is desirable that the area be sold. The Commission authorized sale of the land totaling 0.24 acre for the sum of \$850, 0.19 acre to Rognald S. and Jean Knutson, and 0.05 acre to Leslie M. and Florence Emerson. There is to be no change in the access to the highway. Approval of the Bureau of Public Roads was given in their letter of July 28, 1966. A signboard and junkyard exclusion clause as well as Civil Rights language will be included in the deed.

Four "Indentures of Access" were presented by the Right of Way Engineer. He pointed out that these Indentures provide for changes in location and widening of points of access for the protection of the traveling public and for the benefit and convenience of the property owners. The Commission approved the following Indentures:

- (1) DeMoss property, File No. 34708, for a change in location and widening to 35 feet of two unrestricted points of access on the Wasco-Moro Section of the Sherman Highway in Sherman County. These points of access, he explained, were constructed by the State and this action is to correct the record to show the actual points of construction. Approval of the Bureau of Public Roads was given on May 17, 1966.
- (2) Hamm property, File No. 32560, for a change in location of one unrestricted point of access on the Bonneville Station-Patterson Avenue Section of the Willamina-Salem Highway in Polk County. The change is to provide better access to a wrecking yard and was approved by the Bureau of Public Roads on June 28, 1966.
- (3) Nothiger property, File No. 38609, for a change to unrestricted use on one point of access on the Sweet Home-Foster Section of the Santiam Highway in Linn County.
- (4) White City Corporation property, File No. 37601, for a change in location of one point of access on the east side of the Crater Lake Highway, approximately four and one half miles northeast of Medford in Jackson County. Approval of the Bureau of Public Roads is not required.

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Consideration was given to an "Indenture of Access" and "Grant of Easement" to the Portola Lumber Company on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County. The Right of Way Engineer stated that the Lumber Company wishes to construct an access road adjacent and parallel to the highway right of way from Midway Road westerly approximately one half mile. The access road will occupy 1.09 acres of highway right of way. In consideration for the encroachment, the Lumber Company is to relinquish a right of access to the Redwood Highway and remove the approach and grade it to conform to the highway. The Lumber Company is also obligated to extend the existing fence, install a drainage pipe under its access road, and convey the completed access road to Josephine County for incorporation in the county road system. A request for concurrence on this action has been made to the Bureau of Public Roads. The Commission approved the "Indenture and Easement" subject to approval by the Bureau of Public Roads.

Conveyance to Jefferson County of an old stockpile site adjacent to the old alignment of The Dalles-California Highway approximately 2 miles north of Madras was brought up by the Right of Way Engineer. This site is no longer required for highway purposes and he recommended that it be conveyed to Jefferson County with a public use clause for the sum of \$10. The Commission approved the conveyance.

The Commission also considered conveying to the City of McMinnville a tract of land containing 10,750 square feet located at the intersection of Park Avenue and Stanley Street in the City of McMinnville. The Right of Way Engineer explained that the land was formerly used as a stockpile site when the maintenance headquarters was located on Lafayette Avenue. The maintenance site was moved in the early 1950's and the City has requested that the tract be conveyed to them. The land originally was acquired from the City of McMinnville in 1935 for the sum of \$1. As the property is no longer required for highway purposes, he recommended that it be conveyed to the City for the sum of \$1. The Commission accepted his recommendation.

Transfer of an old stockpile site to Morrow County located on the old alignment of the Columbia River Highway between Boardman Junction and Irrigon was considered. The site originally was acquired from Morrow County at no cost and as the old highway has been abandoned to the County, the Right of Way Engineer recommended that the stockpile site be quit-claimed to the County without charge. The Commission approved the transfer.

The matter of leasing to Columbia County 1.32 acres for a ten-year period was discussed. The Right of Way Engineer explained that the property lies between the Clatskanie River and the Columbia River Highway near its intersection with the Mist-Clatskanie Road. The County proposes to use the land for construction of a boat launching ramp. It was his recommendation that the property be leased to the County without charge. The Commission accepted the recommendation and authorized the Secretary to sign the lease for them.

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The Commission also considered a five-year lease with National Electrical Contractors Association on a small parcel of land located on 6th Avenue southerly from the Banfield Highway (I-80N) in the City of Portland. The Right of Way Engineer recalled that at the November 1965 Commission meeting, the Commission had consented to the vacation of a portion of 6th Avenue between Everett and Flanders, and upon completion of the vacation, the State became owner of half of the vacated area. The Association has agreed to lease this property for \$240 per year and to pay the taxes during the term of the lease which contains a six-month cancellation clause if the area is needed for highway purposes. The Commission approved the lease as recommended by the Right of Way Engineer.

The Commission confirmed prior action in signing a bargain and sale deed to Washington County covering 0.37 acre on the Gales Creek Section of the Wilson River Highway in Washington County. The Right of Way Engineer commented that the land is adjacent to a Washington County road which was used as the highway alignment in past years. To get the old County road under County ownership, it is necessary that the added width be transferred to the County by deed.

The Right of Way Engineer reported that in accordance with previous agreements with Multnomah County, certain rights of way on the 92nd Avenue to Fairview Section of the Banfield Highway (I-80N) in Multnomah County were purchased by the State for service roads that would become a part of the County road system. To complete the terms of the agreements he presented Relinquishment to Title forms pertaining to the following:

- (1) The service road between Birdsdales Avenue and Osborn Road, south of the railroad.
- (2) The property west of 148th Avenue and south of the highway.
- (3) Land east of 148th Avenue and north of the railroad.

Approval has been secured from the Bureau of Public Roads. The Commission approved the Relinquishments of Title as presented.

An agreement covering conveyance of 30 acres to the U. S. Army Corps of Engineers on the John Day Lock and Dam project on the Columbia River Highway in Sherman County was considered. The Right of Way Engineer explained that because of an error in properly shading an area on a map, a 30-acre parcel was overlooked. The Corps and the State are in agreement that the 30 acres was to have been conveyed as a part of the agreement approved by the Commission at the March 1966 meeting. Approval by the Bureau of Public Roads has been requested but not yet received. The Commission approved the agreement subject to approval by the Bureau of Public Roads.

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A demolition contract with Colhouer Construction Company for removal of buildings on the East Fremont Interchange Section of the Pacific Highway in Multnomah County was presented by the Right of Way Engineer. Four bids were received, the low was in the amount of \$3,800 being from Colhouer Construction Company. The Commission approved award of the contract to the low bidder and authorized the Secretary to sign it for them.

The Commission also considered and, upon the favorable recommendation of the Right of Way Engineer, approved a demolition contract with Atlas Building Wreckers in the amount of \$5,800. This contract covers removal of buildings, grading, and cleaning up on the West Fremont Interchange Section of the Stadium Freeway in the City of Portland. The Commission authorized the Secretary to sign the contract in their behalf.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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. 2298 through 2320," which resolutions by this reference are made a part hereof and filed in the Secretary's Office. (For additional information, see the Chief Counsel's letter dated August 24, 1966, entitled "Recommendations for Condemnation" in the Salem Office, General Files.)

A tabulation was presented by the Chief Counsel showing cases which have been tried in court since the last Commission meeting. He commented that the owners' demands total approximately \$240,000, State's offers total approximately \$132,000 and the verdicts total approximately \$169,000. 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-4920 Harold Hursh, et al.	Baker	Old Oregon Trail	Oxman-Benson Cr.	\$ 9,115.00	\$25,691.00	\$11,360.00
L-4928 Agnes Jane Thompson, et. ux.	Clackamas	Marylhurst Heights Road	Marylhurst Radio Site	9,000.00	18,250.00	10,700.00
L-5017 James C. Gooden, et ux.	Columbia	Columbia River	Delena-Rainier	6,075.00	12,000.00	6,585.00

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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-4756 Leta McCollum, et al.	Douglas	Pacific	Canyonville-Josephine County Line	\$ 4,930.00	\$ 15,000.00	\$ 8,535.00
L-4866 William F. Cate, et al.	Jackson	Pacific	Seven Oaks-Neil Cr.	2,500.00	4,800.00	6,075.00
L-4887 Leonard F. Negles, et al	Jackson	Crater Lake	Biddle Rd.-Camp White	1,800.00	15,000.00	8,000.00
L-4854 Frank E. Price, et al.	Josephine	Pacific	Grave Cr.	7,300.00	32,750.00	15,000.00
L-4952 Howard Eugene Logsdon, et al.	Lincoln	Corvallis-Newport	Toledo-Eddyville	200.00	None	Default Judgment 200.00
L-5027 Cedar Hills Co.,	Wash.	Sunset	Cornelius Pass Rd.-Multnomah Co. Line	19,500.00	19,500.00	19,500.00 Judgment
L-5002 Oscar H. Clark, et al.	Wash.	Beaver-ton-Tigard	Sunset Highway-Pacific Highway	26,550.00	29,000.00	31,750.00
L-5000 Edwin M. Holmes, et al.	Wash.	Sunset	Cornelius Pass Rd.-Multnomah Co. Line	18,100.00	26,400.00 (Amended at trial to 29,500.00)	21,478.40
L-4960 Carl Klinge, et ux.	Wash.	Tualatin Vally	Forest Grove-Yamhill Co. Line	27,300.00	40,000.00	30,250.00

(For additional details, see the Chief Counsel's letter dated August 19, 1966, entitled "Report of Cases Tried" in the Salem Office, General Files.)

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A tabulation was also presented by the Chief Counsel concerning cases which have been settled out of court since the last Commission meeting. He pointed out that the total of the settlements is somewhat less than 10% above the total appraised values. The settlements are in order for Federal participation. 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-4799 Irene Ellen Bradshaw, et al.	Jackson	Pacific	Seven Oaks-Neil Cr.	\$ 100.00	\$ 200.00
L-4800 Ernest M. Pellkofer, et al.	Jackson	Pacific	Seven Oaks-Neil Cr.	1,750.00	2,650.00
	Appraisal revised to \$2,275				
L-4829 LeRoy Ashcraft, et al.	Klamath	Klamath Falls-Lakeview	K.I.D. Canal-Madison St.	225.00	500.00
L-5074 Cecil G. Mason, et ux.	Linn	Santiam	Lebanon	450.00	450.00
L-5112 James W. Carter, et al.	Linn	Santiam	Sweet Home-Foster	1,075.00	1,075.00
L-5068 Dale G. Parker, et al.	Marion	North Santiam	Joseph St. Intersection	375.00	500.00
L-5079 Charles L. Clock, et ux.	Wash.	Pacific	Lower Boones Ferry Road Interchange	1,000.00	1,000.00
L-4774 Robert F. Malburg, et ux.	Douglas	Pacific	Canyonville-Josephine Co. Line	2,120.00	2,350.00

(Cont. on next page)

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REPORT OF CONDEMNATION CASES SETTLED (Continued)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-5088 Thomas Roger Grovom	Linn	Santiam	Sweet Home-Foster	\$ 1,800.00 includes buying 1 sign only	\$ 1,925.00 on basis of moving signs
				In addition, State to construct catchbasin at estimated cost of \$115.00.	
L-4998 Robert L. Stanley, et al.	Wash.	Sunset	Cornelius Pass Road-Multnomah Co. Line	17,000.00	19,500.00

The settlement is recommended based on results in following trials. Sat on one or the other of the cases cited:

L-4960, Klinge, Testimony \$27,300.00; Verdict \$30,250.00; Increase \$2,950.00.

L-5000, Holmes, Testimony \$18,000.00; Verdict \$21,478.40; Increase \$3,478.30.

L-5096 J.M. Weddle, et al.	Linn	Santiam	Sweet Home-Foster	2,800.00 including sign 1,995.00 with owner moving sign	2,119.00 owner moving sign
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Settlement made on basis of paying \$595 for moving sign rather than purchase.

L-5076 A. Day Cleveland, et al.	Linn	Santiam	Sweet Home-Foster	375.00 \$750.00 Review Appraisal	750.00
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L-5090 George Walta, et al.	Wash.	Tualatin	Forest Grove-Yamhill Co. Line	2,825.00	2,825.00
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L-5013 Maude B. Williams	Umatilla	Old Oreg. Trail	Morrow Co. Line-Stanfield Junction	2,000.00	4,875.00
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From the amount of settlement the State will deduct the sum of \$992 for work done by the State installing 15" pipe at Station 833+00. Review appraisal indicated value at \$5,000.

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REPORT OF OTHER CASES SETTLED

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>	<u>Settlement</u>
L-4927 Harold T. Hill, et al	City of Bend and State of Oregon	Deschutes	Inverse Condemnation (Drainage damages)	\$25,000.00 plus 5,000.00 atty. fees	\$ 2,500.00

(For additional information, see the Chief Counsel's letters dated August 19 and August 24 concerning "Cases Settled" in the Salem Office, General Files.)

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

BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37547 - Paul Kaptur, et ux. 0.33 acre for right of way purposes. Offer of \$8,200.00 approved by Mr. Jackson July 18, 1966.

R-37550 - James C. Dezendorf. 0.38 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson August 2, 1966.

ELK CREEK BRIDGE SECTION OF THE DRAIN-YONCALLA HIGHWAY

R-39569 - John Carls. 0.2 acre for permanent easement. Offer of \$50.00 approved by Mr. Jackson July 15, 1966.

R-39819 - Bert H. Tanner, et ux. Parcel No. 1: 0.06 acre for right of way purposes; Parcel No. 2: 0.50 acre for permanent easement. Offer of \$700.00 approved by Mr. Jackson July 15, 1966.

DELENA-RAINIER SECTION OF THE COLUMBIA RIVER HIGHWAY

R-38218 - James B. Lowe, et ux. Parcel No. 1: 9.4 acres for right of way purposes; Parcel No. 2: 0.26 acre for right of way purposes; Parcel No. 3: 0.16 acre for temporary easement. Offer of \$2,625.00 approved by Mr. Jackson July 22, 1966.

R-38225 - Wallace R. Johnstun, et ux. 17.2 acres for right of way purposes. Offer of \$7,050.00 approved by Mr. Jackson July 22, 1966.

R-39729 - Martha V. Daniel. 12.8 acres for right of way purposes. Offer of \$650.00 approved by Mr. Jackson July 15, 1966.

R-37884 - R.C. Calvert, et ux. Parcel No. 1: 6.45 acres for right of way purposes; Parcel No. 2: 1.80 acres for permanent easement; Parcel No. 3: 0.04 acre for permanent easement. Offer of \$3,300.00 approved by Mr. Jackson July 15, 1966.

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DELENA-RAINIER SECTION OF THE COLUMBIA RIVER HIGHWAY (Continued)

R-39730 - Bill VanHoozer, et ux. 0.5 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson July 15, 1966.

DESCHUTES RIVER STATE RECREATION AREA

R-31292 - Columbia-Deschutes Power Company. Parcel No. 1: 195 acres for park purposes; Parcel No. 2: 130 acres for park purposes. Offer of \$81,250.00 approved by Mr. Fridley August 3, 1966.

LAPINE STATE RECREATION AREA

R-38209 - W. G. Nichol, et al. 1.5 acres for park purposes. Offer of \$13,500.00 approved by Mr. Fridley August 8, 1966.

LOWER BOONES FERRY ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-38281 - Mildred E. Barker. 0.32 acre for right of way purposes. Offer of \$9,000.00 approved by Mr. Jackson August 11, 1966.

MINAM STATE RECREATION AREA

R-37838 - Myron Fleser. 0.20 acre for park purposes. Offer of \$100.00 approved by Mr. Fridley August 15, 1966.

19TH STREET-CITY LIMITS SECTION OF THE MCKENZIE HIGHWAY

R-39708 - Harold H. Ruppert, et ux. 10,685 square feet for right of way purposes. Offer of \$600.00 approved by Mr. Jackson July 18, 1966.

NORTH PORTLAND HARBOR-NORTH RUSSELL ST. SECTION OF THE PACIFIC HIGHWAY

R-38151 - Will Butler, et ux. 8,762 square feet for right of way purposes. Offer of \$7,175.00 approved by Mr. Simpson July 31, 1966.

R-38155 - Bassael Mason, et ux. 4,320 square feet for right of way purposes. Offer of \$6,000.00 approved by Mr. Simpson July 31, 1966.

R-38168 - Alfred A. Brink. Parcel No. 1: 4,741 square feet for right of way purposes; Parcel No. 2: 5,805 square feet for right of way purposes. Offer of \$19,300.00 approved by Mr. Simpson July 31, 1966.

R-38172 - Nettie Suwol. 1,715 square feet for right of way purposes. Offer of \$4,100.00 approved by Mr. Simpson July 31, 1966.

PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY

R-38413 - Louis Costanzo, et ux. 9,750 square feet for right of way purposes. Offer of \$20,000.00 approved by Mr. Jackson August 2, 1966.

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PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY (Cont.)

R-38416 - Leslie E. Nelson, et ux. 14,560 square feet for right of way purposes. Offer of \$15,250.00 approved by Mr. Jackson August 3, 1966.

R-38461 - Imal O. Taylor. 3,500 square feet for right of way purposes. Offer of \$10,750.00 approved by Mr. Jackson July 31, 1966.

PENDLETON SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-38887 - C. F. Dudek, et ux. 4,165 square feet for right of way purposes. Offer of \$29,150.00 approved by Mr. Fridley August 18, 1966.

ROCKWOOD BEACH STATE WAYSIDE

R-37394 - Richard Andersen, et ux. 1.0 acre for park purposes. Offer of \$7,600.00 approved by Mr. Jackson August 15, 1966.

R-37395 - Fred A. Hill, et ux. 6.3 acres for park purposes. Offer of \$20,130.00 approved by Mr. Jackson August 15, 1966.

ST. HELENS ROAD-N. W. 21ST AVENUE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-38356 - Esco Corporation. Parcel No. 1: 6,005 square feet for right of way purposes; Parcel No. 2: 7,210 square feet for right of way purposes. Offer of \$26,500.00 approved by Mr. Jackson August 2, 1966.

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

R-35792 - Bevest, Inc. Parcel No. 1: 1.18 acres for right of way purposes; Parcel No. 2: 0.05 acre for permanent easement. Offer of \$7,400.00 approved by Mr. Jackson July 18, 1966.

R-37842 - George H. Capps and Thomas H. Wotka. 0.06 acre for right of way purposes. Offer of \$4,050.00 approved by Mr. Jackson August 9, 1966.

SWEET HOME-FOSTER SECTION OF THE SANTIAM HIGHWAY

R-38543 - Albert E. Strom, et ux. 90 square feet for right of way purposes. Offer of \$150.00 approved by Mr. Jackson July 15, 1966.

R-38578 - John T. Hermans, et ux. 1,095 square feet for right of way purposes. Offer of \$375.00 approved by Mr. Jackson July 12, 1966.

R-38591 - Eura F. Walker. 2,180 square feet for right of way purposes. Offer of \$1,350.00 approved by Mr. Jackson July 18, 1966.

R-38607 - L. L. Waddle, et ux. 3,900 square feet for right of way purposes. Offer of \$900.00 approved by Mr. Jackson July 18, 1966.

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SWEET HOME-FOSTER SECTION OF THE SANTIAM HIGHWAY (Cont.)

R-38624 - A. B. Nothiger, et ux. 25,430 square feet for right of way purposes. Offer of \$6,350.00 approved by Mr. Jackson July 27, 1966.

R-38639 - Charles L. Jennings, et ux. 1,560 square feet for right of way purposes. Offer of \$2,000.00 approved by Mr. Jackson July 15, 1966.

R-38652 - Andy O. Marchbanks, et ux. 2,000 square feet for right of way purposes. Offer of \$7,350.00 approved by Mr. Jackson July 18, 1966.

UPPER BOONES FERRY ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-36029 - Della Powell. 9,326 square feet for right of way purposes. Offer of \$2,500.00 approved by Mr. Jackson August 15, 1966.

R-36041 - William R. Johnstone, et ux. 3,790 square feet for right of way purposes. Offer of \$3,000.00 approved by Mr. Jackson August 11, 1966.

R-38719 - Peter J. Fehrer, et ux. 1,810 square feet for right of way purposes. Offer of \$2,700.00 approved by Mr. Jackson August 9, 1966.

R-39006 - James D. Fournier, et ux. Parcel No. 1: 5,143 square feet for right of way purposes; Parcel No. 2: 371 square feet for right of way purposes. Offer of \$2,500.00 approved by Mr. Jackson August 11, 1966.

WAUNA-WESTPORT SECTION OF THE COLUMBIA RIVER HIGHWAY

R-39781 - Nick A. Hazapis, et ux. 0.6 acre for right of way purposes. Offer of \$10,450.00 approved by Mr. Jackson July 21, 1966.

R-39782 - Ray Stupek, et al. 0.32 acre for right of way purposes. Offer of \$16,500.00 approved by Mr. Jackson July 21, 1966.

R-39783 - Mary E. Knudsen. 0.36 acre for right of way purposes. Offer of \$2,200.00 approved by Mr. Jackson July 21, 1966.

A report on legal proceedings commenced since the last Commission meeting, in which the Commission or its employees have been named, was presented by the Chief Counsel, summarized as follows:

- (1) F. H. McEwen vs. State Highway Commission, L-5097. Plaintiff seeks to recover \$14,671.20 claimed as owed by the State in the performance of Contract No. 6520 on the N. Unit, Diamond Junction-Frenchglen Section of the Frenchglen Highway in

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Harney County. Plaintiff alleges that the State materially reduced the number of yards of excavation, and issued a suspension order which prevented the contractor from doing certain work.

- (2) Walter Ogborn and Helen Ogborn vs. State Highway Commission, L-5125. Plaintiff seeks to recover sum of \$2,750.00 plus attorney fees and cost by virtue of an inverse condemnation on the Shady-Canyonville Section of the Pacific Highway in Douglas County. Plaintiffs' claim that the culvert located under the highway discharged water on the plaintiffs' property causing erosion, destruction of trees, and other damage.

The Chief Counsel stated that both claims would be carefully investigated and proper legal action taken. The Commission accepted the report.

The Deputy Engineer presented completed surveys for the relocation or reconstruction of three portions of state highways. These surveys, he said, have been made to provide the best possible facility for public travel commensurate with the cost involved. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 318 through 320," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) Oak Crest Farm Section of the Salem-Dayton Highway in Polk County. 0.65 mile. (See "Survey Resolution No. 318").
- (2) Crater Lake Highway-Brownsboro Section of the Lake of the Woods Highway in Jackson County. 8.10 miles. A public hearing was held on February 17, 1966. (See "Survey Resolution No. 319").
- (3) Oakhill-Interstate 105 Section of the Mapleton-Eugene Highway in Lane County. 6.75 miles. A public hearing was held on February 3, 1965. (See "Survey Resolution No. 320").

Authority was requested by the Deputy Engineer and granted by the Commission for increases in the following project authorizations:

- (1) Contract No. 6538 for grading on the Cape Lookout Summit Section of FAS 617 in Tillamook County, for an increase of \$19,388.96 (13%). Slides and additional drainage to control subsurface water were the principal reasons for the overrun.

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- (2) Contract No. 6847 on the Winchuck River grading, paving, and structure project on the Oregon Coast Highway in Curry County, for an increase of \$43,567.96 (5.64%). Reasons for the overrun were slides and wet soil conditions requiring extensive rock inlays, slope protection and perforated drainpipe.
- (3) Contract No. 6870 for oiling on the Drewsey-Central Oregon Highway Section on FAS 458 in Harney County for an increase of \$11,706.08 (20.7%). The County requested an increase from 20 to 28 feet in the oiled width.

Contractors' requests for extensions of time to complete highway contracts were presented by the Deputy Engineer. He commented that each of these requests had been covered by a letter to the Commission outlining pertinent facts and containing the Engineer's recommendation. The Commission took action as follows:

- (1) Oosterwyk Nurseries, Inc., Contract No. 6746, for screen planting on the Bridal Veil-Cascade Locks-The Dalles Section of the Columbia River Highway in Multnomah, Hood River, and Wasco Counties, requested an extension of the completion date from April 30 to May 10, 1966. The contract was completed May 11, 1966. The Commission denied the request.
- (2) Tom Lillebo Construction Company, Contract No. 6653, for pier protection on the Umpqua River Bridge of the Oregon Coast Highway in Douglas County, requested that the specified completion date be advanced from November 30, 1965, to the date of completion, February 3, 1966. The Commission granted a 52-calendar day extension of time, without assessment of liquidated damages. Approval by the Bureau of Public Roads was given in their letter of June 29, 1966.
- (3) Morse Brothers, Inc., Contract No. 6608, on the Elkton Tunnel-Jack Creek Section of the Umpqua Highway in Douglas County, requested an extension of the specified completion date from October 15, 1965, to July 28, 1966. The Commission approved an extension of the completion date to July 16, 1966, the date of completion, without assessment of liquidated damages.

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- (4) Lowry and Johnson Construction Company, Contract No. 6727, for slide correction on the Skunk Creek-Skalada Creek Section of the Siletz Highway in Lincoln County, requested an extension of the specified completion date from June 15 to July 15, 1966. The project was completed July 6, 1966. The Commission approved an extension of time to July 3, 1966, without assessment of liquidated damages. Approval of the Bureau of Public Roads has been received for all of the time except for some of the rock surfacing which was done under a price agreement.
- (5) Arthur Simonsen and Company, Inc., Contract No. 6702, for flood repair on Sherman County Roads, requested an extension of the specified completion date from November 15, 1965, to June 4, 1966. The Commission approved an extension of the completion date to May 5, 1966, without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter dated July 19, 1966.
- (6) Vernie Jarl, Contract No. 6681, on the Grande Ronde River Section of the Wallowa Lake Highway in Union County, requested an extension of the specified completion date from June 15 to July 2, 1966. The Commission approved the request without assessment of liquidated damages.
- (7) Underwood and Richards Construction Company, Contract No. 6719, for construction of the Phillips Creek Bridge on the Summerville-Weston Road in Union County, requested an extension of the specified completion date from December 31, 1965, to April 17, 1966. The Commission approved an extension of 99 days without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter of August 2, 1966.
- (8) Asphalt Paving Company, Contract No. 6698, on the Hilyard Avenue-Great Northern Railway Crossing Section of the Midland Highway in Klamath County, requested an extension of the specified completion date from November 15, 1965, to May 16, 1966. The Commission approved an extension of time to and including that date without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter dated August 10, 1966, excepting utility adjustments.

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- (9) Tom Lillebo Construction Company, Contract No. 6769, on the Ranch Road (Reedsport) Overcrossing Section of the Oregon Coast Highway in Douglas County, requested an increase from 120 to 124 days to complete the structural work. The Commission approved the increase without assessment of liquidated damages.
- (10) Combo Construction Company, Inc., Contract No. 6663, for overnight camp construction in Detroit Lake State Park, Marion County, requested an extension of the completion date from April 10, to June 24, 1966. The Commission approved an extension of time to June 9, 1966, without assessment of liquidated damages.
- (11) Bechtel Brothers, Contract No. 6646, for construction of the Spruce Street Bridge over the Grande Ronde River on FAS 478 in Union County, requested that the specified completion date be extended 114 calendar days from December 31, 1965. The Commission approved an extension of the completion date to April 8, 1966, without assessment of liquidated damages. Approval by the Bureau of Public Roads was given for a 98-day extension of time in their letter of August 5, 1966.
- (12) S. D. Spencer & Son, Contract No. 6856, on the Little N. Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County, requested an extension of the specified calendar days from 140 to 145 days. The Commission approved the extension of time.

The Deputy Engineer reported that Contract Nos. 6625, 6675, 6680, 6692, 6741, 6751, 6768, 6789, 6798, 6816, 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 or have been accepted by letter by the Commission since the last meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 152," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed the date of the next meeting for Thursday, October 6, 1966, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for Thursday, November 17, 1966.

The Commission approved the minutes of the meeting held on July 14, 1966.

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The Commission confirmed telephonic approval of August 8, 1966, in awarding contracts for bids received July 28, 1966, and authorized the Secretary to sign contracts on the following projects:

BIDS RECEIVED IN SALEM JULY 28, 1966

AWARDS MADE AUGUST 8, 1966

Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker County. Federal-aid Interstate Highway Project No. I-80N-7(19)346. Seven bids were received. The Commission awarded the contract to the low bidder Underwood & Richards Constr. Company, Inc., Bend, at \$165,746.00.

Oxman-Malheur County Line Rock Production in Baker County. State Project. One bid was received. The Commission awarded the contract to the only bidder, Rogers Construction Inc., of Portland, at \$42,500.00.

Corvallis Office Building on the Corvallis-Newport Highway, in Benton County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Dalke Construction Company, Salem, at \$97,154.00.

Grading and structure on the Delena-Rainier Section of the Columbia River Highway in Columbia County. State Project. Eleven bids were received. The Commission elected to accept the low bid of C. R. O'Neil, Creswell, in the sum of \$1,426,848.00 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Grading, paving, and structure on the Elk Creek (Drain) Bridge Section of the Drain-Yoncalla Highway in Douglas County. State Project. Five bids were received. The Commission elected to accept the low bid of Tom Lillebo Construction Company, Reedsport, in the sum of \$257,520.75 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Medford traffic signals, 8th Street at Ivy Street, on the Medford-Provolt Highway in Jackson County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Steeck Electric Company, Medford, at \$5,090.00.

Grading and paving on West City Limits-S. W. 3rd Street (Grants Pass) Section of the Rogue River Loop Highway in Josephine County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Ausland Construction Company, Grants Pass, at \$153,199.00.

Grading, paving, structure, and signing on Main Street (Klamath Falls) Connection to The Dalles-California Highway in Klamath County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, Underwood & Richards Construction Company Inc., Bend, at \$341,493.80.

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Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County. State Project. Seven bids were received. The Commission elected to accept the low bid of Inter-City Construction Company, Eugene, in the sum of \$418,063.50 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Illumination installation complete on the Willamette River Bridges (Springfield) Section of the McKenzie Highway in Lane County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Sims Electric Inc., Roseburg, at \$19,950.00.

Overnight camp extension in Beverly Beach State Park in Lincoln County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, White Bros. Construction Co., Inc., Walla Walla, Washington, at \$144,691.00.

Grading and paving the Sweet Home-Foster Section of the Santiam Highway at Sweet Home in Linn County. FAP No. F-196(25). Three bids were received. The Commission elected to accept the low bid of Morse Bros., Inc., Lebanon, in the sum of \$501,214.50 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Powers Slough Bridge on the Oakville County Road (FAS 769) in Linn County. Federal-aid Secondary Highway Project No. S-484(1). Five bids were received. The Commission elected to accept the low bid of Hamilton Construction Company, Eugene, in the sum of \$36,620.00 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Linn County is received and the sum of \$8,200.00 is deposited by the County.

Bath house in Detroit Lake State Park (Mongold Area) in Marion County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Ross Bros. Construction, Inc., Salem, at \$29,680.00.

Grading and paving on the Bunker Hill Road-Heppner Section of the Heppner Highway at Heppner in Morrow County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, E. H. Itschner Co., Molalla, at \$233,235.00.

Pendleton-Hilgard Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties. State Project. No bids were received.

Antone Junction Rock Production Project on the Ochoco Highway in Wheeler County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, C. B. Construction Company, Walla Walla, Washington, at \$33,810.00.

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Culvert invert paving on the Burnt Hill Creek-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Fred Jensen, North Bend, at \$81,060.00.

Paving the Merrill Junction-California State Line Section of the Hatfield Highway in Klamath County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Asphalt Paving Company, Klamath Falls, at \$89,153.00.

Grading and paving the Worden-California State Line Section of The Dalles-California Highway in Klamath County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Page Paving Company, Salem, at \$297,955.00.

Long Tom River (Elmira) and Long Tom River North Overflow Bridges on the Territorial Highway in Lane County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Hamilton Construction Company, Eugene, at \$95,735.00.

The Commission also confirmed the telephonic approval given August 23, 1966, awarding contracts for bids received August 18, 1966, and authorized the Secretary to sign contracts on the following projects:

BID RECEIVED IN SALEM AUGUST 18, 1966

AWARDS MADE AUGUST 23, 1966

Mollalla River (Wrights) Bridge on the Cascade Highway in Clackamas County. State Project. Project Withdrawn.

Paving on the Myers Creek-Burnt Hill Section of Oregon Coast Highway in Curry County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, Roy L. Houck Sons' Corporation, Salem, at \$136,600.00.

Grading, paving, and structure on the South Umpqua River (Smith) Bridge Section of the Elkton-Sutherlin Highway in Douglas County. State Project. Five bids were received. The Commission awarded the contract to low bidder, Tom Lillebo Construction, Reedsport, at \$649,872.50.

Burns-Buchanan Rock Production Project near Burns on Central Oregon Highway in Harney County. State Project. Two bids were received. The Commission awarded the contract to low bidder C. B. Construction Company, Walla Walla, Washington, at \$35,100.00.

Neil Creek Slide Section of Pacific Highway in Jackson County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, M. C. Lininger & Sons, Inc., Medford, at \$31,380.00.

Grading and paving on the Applegate River-Wilderville Section of the Redwood Highway in Josephine County. State Project. Nine Bids were received. The Commission elected to accept the low bid of Groesbeck-Durbin, Inc., Eugene, in the sum of \$430,543.00 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.  
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Battle Creek Bridge on Pacific Highway East in Marion County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, Hamilton Construction Company, Eugene, at \$84,120.00.

Confirmation of the Engineer's award of contracts referred to him by the Commission to award when certain conditions have been fulfilled was given by the Commission for the following contracts:

- (1) Grading, paving, and structure on Tualatin River Bridge Section of Beaverton-Tualatin Highway in Washington County. Bids received June 30, 1966. Contract No. 6887 awarded July 13, 1966, to Ross Bros. Construction, Inc., Salem, low bidder.
- (2) Grading and oiling on McCully Fork-Sumpter Section of Sumpter Valley Highway in Baker County. Bids received June 30, 1966. Contract No. 6888 awarded July 15, 1966, to J. M. Purcell Construction Company, Salem, low bidder.
- (3) Grading, paving, and structure on Wauna Interchange Section of Columbia River Highway in Clatsop County. Bids received June 30, 1966. Contract No. 6889 awarded July 29, 1966, to Grimstad and Vanderveldt, Inc., Astoria, low bidder.
- (4) Coast Fork Willamette River Bridge Section of Springfield-Creswell Highway in Lane County. Bids received July 28, 1966. Contract No. 6905 awarded August 8, 1966, to Inter-City Construction Company, Eugene, low bidder.
- (5) Grading and structure on Delena-Rainier Section of Columbia River Highway in Columbia County. Bids received July 28, 1966. Contract No. 6906 awarded August 8, 1966, to C.R. O'Neil, Creswell, low bidder.
- (6) Grading and paving the Sweet Home-Foster Section of Santiam Highway in Linn County. Bids received July 28, 1966. Contract No. 6907 awarded August 10, 1966, to Morse Bros., Inc., Lebanon, low bidder.
- (7) Grading, paving, and structure on Elk Creek (Drain) Bridge Section of Drain-Yoncalla Highway in Douglas County. Bids received July 28, 1966. Contract No. 6908 awarded August 12, 1966, to Tom Lillebo Construction Company, Reedsport, low bidder.

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- (8) Powers Slough Bridge on Oakville County Road in Linn County. Bids received July 28, 1966. Contract No. 6909 awarded August 11, 1966, to Hamilton Construction Company, Eugene, low bidder.

Confirmation also was given by the Commission for telephonic approval of July 19, 1966, adding four projects to the current fiscal year State Construction Program as follows:

Elkton-Sutherlin Highway Smith Bridge	\$400,000
Cascade Highway Wrights Bridge	500,000
Oregon Coast Highway Buena Vista Wayside-Burnt Hill (part) pave	200,000
Redwood Highway Applegate River Section	750,000

Revision in financing of a County Federal-aid Secondary Project in Umatilla County was discussed. The Deputy Engineer explained that in March, 1966, the project had been approved for an estimated total amount of \$124,000. The original agreement provides that the County furnish 20% and the State 20% of the total cost. The County is unable to provide its share and has requested that the State provide all the matching funds, or approximately 40%. The County has agreed to transfer to the State Secondary Highway Fund an amount equal to the State's extra contribution, approximately 20%. Following his favorable recommendation, the Commission approved the revised financing plan.

Consideration was given to a request from the City of Salem that the Commission consent to annexation of a portion of the Salem By-Pass (Pacific Highway I-5) between Brenna Avenue N. E. and the north line of Peony Gardens in Marion County. The Deputy Engineer stated that the City is annexing all of the area adjacent to the freeway on the west side, and he recommended that the Commission give its consent to this portion. His recommendation was accepted and the Commission authorized the Secretary to sign the consent form.

The Commission also considered a request from the City of The Dalles for consent to annexation of a portion of the Columbia River Highway near Chenoweth Creek northwesterly from the City in Wasco County. The Deputy Engineer said there is no reason to object to the annexation, and he recommended that it be approved. The Commission accepted his recommendation and authorized the Secretary to sign the consent form.

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A request from the City of Ontario for annexation to the City of 37.9 acres located between the center line of the westbound lanes of I-80N and the Snake River, from the city limits of Ontario, northerly to the North Ontario Interchange was also considered. The Deputy Engineer explained that development of a recreation area has been started and a source of water must be secured. The City of Ontario has agreed to provide water from its mains if the State consents to annexation of the area to the City. He recommended that the annexation be approved. The Commission accepted his recommendation and authorized the Secretary to sign an agreement with the City of Ontario concerning the annexation.

Approval of a project on the Millington-Davis Slough Section of the Oregon Coast Highway in Coos County was requested by the Deputy Engineer. He explained that high tides, high waters in the Coquille River, strong westerly winds, or combinations of these conditions, causes flooding of short sections of the highway. The proposed project is to raise these sections to eliminate flooding. He estimated the cost at not more than \$70,000 and recommended approval. The Commission approved the project as an addition to the current State Construction Program.

Construction of a half interchange at Barton Road on the Pacific Highway (I-5) in Douglas County was brought up by the Deputy Engineer. He commented that interchanges at Barton Road and Quines Creek about two miles apart had caused considerable discussion and controversy. The Bureau of Public Roads agreed to a split interchange design with two legs at Barton Road, two legs at Quines Creek, and a frontage road between. The County objected and asked for a full interchange at Quines Creek Road with the frontage road southerly and westerly to Barton Road. Residents of the Barton Road area have made demand for at least a half interchange in that location. The Bureau of Public Roads has given the State permission to construct the facility without Federal-aid assistance. This matter, he said, was approved by the Chairman on July 25. The Commission confirmed the project.

The Commission also confirmed telephonic approval given July 25, 1966, for a slide removal project near Neil Creek on the Pacific Highway (I-5) in Jackson County. The Deputy Engineer commented that there is no immediate hazard but the condition must be corrected before the winter season. He estimated the cost of the project at \$50,000 and stated that it is not eligible for Interstate funds.

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Three resolutions abandoning portions of state highways were recommended by the Deputy Engineer. He explained that all of these sections have been replaced and are no longer required for state highway purposes. The Commission approved abandonments as follows and thereupon adopted "Abandonment and Retention Resolutions Nos. 457, 428, and 434", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) Yoncalla Junction-Rice Hill Section of the Pacific Highway (I-5) in Douglas County. (See "Abandonment and Retention Resolution No. 457").
- (2) Winchuck River Section of the Oregon Coast Highway in Curry County. (See "Abandonment and Retention Resolution No. 428").
- (3) Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties. (See "Abandonment and Retention Resolution No. 434").

Consideration was given to a highway abandonment agreement with Josephine County pertaining to the Hegan Creek-Selma Section of the Redwood Highway in Josephine County. The Deputy Engineer explained that the section to be abandoned is to be taken over by the County upon completion of the relocated section. The Commission accepted his recommendation for approval of the agreement and authorized the Secretary to sign it in their behalf.

The Deputy Engineer presented a resolution abandoning to Josephine County a portion of the Hegan Creek-Selma Section of the Redwood Highway in Josephine County. Construction of the new section of highway has been completed and the resolution for abandonment is presented to complete the terms of an abandonment agreement with the County. Following his favorable recommendation, the Commission approved the abandonment and thereupon adopted "Abandonment and Retention Resolution No. 453", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was also given to an abandonment agreement with Umatilla County concerning a portion of the Ordnance Depot, Secondary Highway No. 338, not covered by the throughway agreement with the County dated November 19, 1965. The Deputy Engineer explained that new construction will eliminate a part of the highway and the balance will be removed from the State Secondary System and become a part of the County Road System. The agreement provides that upon completion of the Morrow County Line-Umatilla River Section of the Old Oregon Trail (I-80N) the State will transfer by resolution to Umatilla County, the portion described as Unit A in the agreement. Following the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

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Attention was given to a cooperative construction abandonment agreement with the City of Dayville and Grant County pertaining to the Dayville Section of the John Day Highway in Grant County. The Deputy Engineer commented that the agreement provides for grading and paving of approximately 0.4 mile of new alignment, for the relocation of utilities, parking restrictions, and grade revisions within the City of Dayville. Grant County is to accept jurisdiction of the eliminated portion when the new section is completed. He estimated the cost of the project at \$339,000, composed of \$281,000 ER Funds and \$58,000 State Construction Funds. The Commission accepted his favorable recommendation and authorized the Secretary to sign the agreement for them.

The Commission also considered a cooperative construction-abandonment agreement with the City of Klamath Falls concerning the Fifth Street-Sixth Street Couplet Section of the Klamath Falls-Lakeview Highway in Klamath County. The Deputy Engineer explained that the Fifth Street-Sixth Street Couplet is to replace the existing Sixth Street-Seventh Street Couplet by the construction of a new connection between Fifth Street and Sixth Street near Kinlock Avenue. The agreement provides for relocation of utilities, parking restrictions, grade revisions, et cetera within the city. Upon completion of the project, the City is to assume jurisdiction of the right of way outside the curb line of the project. The City also is to assume jurisdiction of a portion of Seventh Street when the new section is completed. The project is estimated to cost \$130,000, of which the City has agreed to pay 25 percent. Construction is to be held in abeyance until funds are available. Based upon his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement with Grant County concerning the use of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965 was presented by the Deputy Engineer. The agreement is in proper order and he recommended that it be approved. The Commission approved the agreement and authorized the Secretary to sign it for them.

Under the Land and Water Conservation Fund Act of 1965, the Deputy Engineer pointed out that the State Highway Commission has the responsibility for making funds available to counties and other governmental bodies for acquisition and development of recreation areas. Master agreements outlining the general obligation of the State and County are entered into with each participating county. In this type of agreement, the State agrees to review and check applications for federal grants and apply to the Bureau of Outdoor Recreation for one-half the cost of projects approved. Additional agreements covering individual projects are considered prior to beginning work or negotiation for property. The selection of projects is made by county courts or Commissions, or by their representatives. No State funds are involved. The Deputy Engineer recommended that the Engineer, or his designated assistant, be authorized to approve and sign agreements with counties and other local governmental bodies: (1) Involving State and county regarding a county project; (2) Involving State, county, and another local governmental unit. He presented a resolution to accomplish this purpose and recommended

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approval. The Commission approved the procedure as presented and thereupon adopted "Authorization Resolution No. 38", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Chairman inquired if the cities and counties are satisfied with the existing arrangement in the apportionment of funds under the Outdoor Recreation Act. The Deputy Engineer replied that it was his feeling that they are not entirely satisfied but have not been complaining. He pointed out that the individual county courts and boards of commissioners have been asked to screen the projects submitted for approval. The Chairman then inquired if the split of 60 percent to the State and 40 percent to the counties is creating an unnecessary furore, and if there is any real gain in a 60-40 split, or if anything would be lost by a 40-60 split. The Deputy Engineer stated that as far as he knew the matter is quiescent and he also pointed out that projects performed by the State are used by local communities. Mr. Shaw, Assistant Highway Engineer, commented that he knew of three or four individuals who had complained considerably. He also mentioned that other State agencies are involved in the expenditure of the 60 percent of Federal Funds reserved for State use. The total amount of money involved at this time is about \$1,100,000, which he expected would increase in time to about \$1,800,000. The Chairman commented that it had come to his attention that some complaints have been made to State Legislators.

A cooperative construction agreement with the City of Albany pertaining to the Cox Creek Bridge-Chicago Street Section of the Albany-Junction City Highway in Linn County was considered. The Deputy Engineer said the project consists principally of widening the existing facility to an 84-foot curbed section. The agreement provides for construction, relocation of utilities, parking restrictions, et cetera. The project is estimated to cost \$110,000 of which the City has agreed to pay 25 percent of the total. Construction will be held in abeyance until funds are available. The Commission accepted his recommendation for approval of the agreement and authorized the Secretary to sign it for them.

An agreement with the United States Army, Corps of Engineers, concerning salvage of guardrail on the Foster Reservoir Project in Linn County was considered. The Deputy Engineer commented that approximately 2,700 lineal feet of metal guardrail will be available when the detour used in construction of the dam is removed. The agreement authorizes the State to salvage the guardrail along the detour at its own expense. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

A trust agreement with Bonneville Power Administration providing for reconstruction of two towers on the Delena-Rainier Section of the Columbia River Highway in Columbia County was discussed. Highway construction requires that the towers be reconstructed at an estimated cost of \$5,400. The Deputy Engineer recommended that the agreement be approved. The Commission approved the agreement.

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Consideration was given to an agreement with Southern Pacific Company pertaining to construction of the West Belt Line Overcrossing on the Belt Line Road in Lane County (FAS 860). The agreement provides that the State reimburse the Railroad for engineering, inspection, and flagging estimated to cost \$24,260. Future maintenance of the structure is to be the responsibility of Lane County. The Commission accepted the Deputy Engineer's recommendation for approval of the agreement.

Consideration was also given to a supplemental throughway agreement with the City of Portland pertaining to the East Fremont Interchange of the Stadium Freeway (I-405) in Portland. The agreement provides for construction of the interchange, reconstruction of roads or streets, street closures, parking restrictions, utility relocation, and other matters. Following the Deputy Engineer's favorable recommendation the Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement with the City of Hood River concerning the installation of lights on the Second Street Interchange of the Columbia River Highway (I-80N) was considered. The Deputy Engineer commented that the agreement provides that the State perform the installation at an estimated cost of \$13,000 and maintain the units after installation. The City is to pay for all electrical energy consumed. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

Confirmation of telephonic approval of an agreement with Oregon Bridge Engineering Company for the preparation of plans and cost estimates for the Smith Bridge over the Umpqua River on the Elkton-Sutherlin Highway in Douglas County was brought up. The Deputy Engineer explained that because of the work load in the Highway Bridge Division, and the urgency in preparing plans for the bridge it was necessary to secure the services of a consulting engineer. The Oregon Bridge Engineering Company was selected as they had designed a similar bridge for Douglas County about five miles from the Smith Bridge. The Commission confirmed the agreement and the Secretary's authority to sign it.

The Commission also confirmed telephonic approval given July 28, 1966 of an agreement with the Service Bureau Corporation for computer services in connection with urban transportation studies. The Commission also authorized the Secretary to sign the agreement. The estimated cost of the service is \$40,000 for a period from July 1966 to December 1967.

Consideration was given to a supplemental agreement with Simpson and Curtin, Transportation Engineers, covering additional research in the Mass Transit Use Study for the Portland-Vancouver Metropolitan Area. The Deputy Engineer commented that the data which had been developed indicated that additional research is needed concerning auto ownership rates in respect to transit service provided. The supplemental agreement provides for an increase in the amount of the contract from \$59,000 to \$62,000. Based on his favorable recommendation, the

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Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the City of Beaverton covering the installation of traffic signals at the intersection of Farmington Highway and S. W. 145th Avenue, Washington County. The agreement provides that the State install the signals at an estimated cost of \$14,000. The City is to pay one half the cost of installation and provide all maintenance and electrical energy to operate the signals. Following the favorable recommendation of the Deputy Engineer, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission also considered an agreement with the City of Portland concerning installation of pedestrian-actuated traffic signals at the intersections of North Cook Street and off and on ramps from the Stadium Freeway in the City of Portland. The agreement provides that the State make the installation at its expense with the exception of the signal controller, which is to be furnished and installed by the City. All maintenance and electrical energy costs are to be paid by the City. The Deputy Engineer estimated the State's cost at \$6,000 chargeable to Interstate funds and recommended approval of the agreement. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

An agreement with Columbia County School District 5-J at Clatskanie covering installation of an overhead school crossing sign over the Lower Columbia River Highway at the school crossing east of Westport Road was considered. The agreement provides that the State shall perform the work and the District is to pay one half the cost of installation and provide all of the necessary maintenance and electrical energy. The Deputy Engineer estimated the total cost of the installation of \$1,000 and recommended that the agreement be approved. The State's share of \$500.00 is to be taken from State Construction Funds. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the City of Salem was presented by the Deputy Engineer concerning conversion of traffic signals at the intersection of Commercial Street (US99E) and Alice Avenue. He explained that under the agreement the State is to perform the work and the City is to pay one half the cost of the conversion and all costs for maintenance and electrical energy. He estimated the total cost of the conversion at \$1,500. The State's share of \$750 is to be taken from Minor Betterment Funds. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission also considered an agreement with the City of Roseburg covering installation of traffic signals at the intersection of Stephens Street and Douglas Avenue. The agreement provides that the State install the signals at an estimated cost of \$9,400. The City is to pay one half the cost of the installation and pay for all electrical energy and maintenance that is required. The State's share of approximately

\$4,700 is to be taken from State Construction Funds. Based on the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement with the City of Bend covering installation of traffic signals at the intersection of Franklin Avenue and Bond Street, and the conversion of the existing signals at the intersection of Franklin Avenue and Wall Street was discussed. The Deputy Engineer commented that the project is estimated to cost a total of \$8,000 and the City has agreed to pay one half the cost of installation and provide all maintenance and electrical energy. The State's share of approximately \$4,000 is to be taken from State Construction Funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Deputy Engineer requested authority to enter into an agreement with Southern Pacific Company obligating the State to pay 90 percent of the cost of installing rail crossing gates at the Denny Road and Allen Avenue Intersections on the Beaverton-Tigard Highway in Washington County. He estimated the cost of installing the signals for the two locations at \$26,140. The Commission granted authority to enter into the agreement.

The Commission considered an agreement with the Knappa Water Association covering relocation of its facilities in the construction of the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County. The Deputy Engineer commented that the agreement provides that the Association prepare the plans and perform the construction work. As the Association does not have funds, the State is to pay the initial cost of the construction estimated at \$6,000, and the Association is to reimburse the State in 10 equal, annual installments beginning October 1, 1966. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Deputy Engineer reported that there is in existence a 25-mile-per-hour statutory speed zone in the community of Blue River on the McKenzie Highway in Lane County. Investigation discloses that the speed zone is unduly low and he recommended that a 30 mile-per-hour speed zone be established on the McKenzie Highway in the community of Blue River from a point 150 feet west of Blue River Bridge (M.P. 40.90) to a point 0.15 mile east of the Echo Street (M.P. 41.18). The Commission approved his recommendation and thereupon adopted "Speed Zone Resolution No. 512", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Attention was given to a revised agreement with the Oregon State Correctional Institution (Oregon State Board of Control) for the care and growing of nursery stock. The Deputy Engineer commented that the revised agreement is mainly to simplify billing and accounting procedures. Annual cost to the State, he estimated, would vary between \$2,500 and \$5,000. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with Central Point covering installation of illumination at the Central Point Interchange on the Pacific Highway (I-5) in Jackson County, was presented by the Deputy Engineer. The agreement provides that the State do the work at an estimated cost of \$24,000 and maintain the luminaire units after installation. The City is to pay for all electrical energy used. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Chairman inquired as to the results of a recent meeting at Eugene involving officials of the Lane County and Oregon State Parks Department. Mr. Talbot, Parks Superintendent, stated that a meeting is scheduled in Eugene on August 26, 1966 and he plans to make a report on it within two weeks. The Chairman inquired if there was any particular reason for the objections raised by the Lane County people. The Parks Superintendent replied that part of the objections appeared to be the matter of assistance by the State to local agencies. Chairman Jackson remarked that the Legislature had directed the State Highway Department to perform certain functions in the recreation field and he inquired if these functions had been performed and, if not, why. Public demand for recreation facilities, he said, has increased tremendously and he requested early reply as to what action is needed to get the job done.

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

"Indenture of Access" to Lawrence and Ruth Hamm property on the Bonneville Station-Patterson Avenue Section of the Willamina-Salem Highway in Polk County.

"Indenture of Access" to Ernest D. and Grace E. Nothiger property on the Sweet Home-Foster Section of the Santiam Highway in Linn County.

"Indenture of Access" to White City Corporation property on the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County.

"Indenture of Access and Grant of Easement" to Portola Lumber Company property on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

"Bargain and Sale Deed" to the City of McMinnville for a 10,750 square foot parcel of land of the McMinnville Section of the Pacific West Highway in Yamhill County.

"Three Relinquishment of Title Forms" to Multnomah County covering land on the 92nd Avenue Fairview Section of the Banfield Expressway in Multnomah County.

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"Trust Agreement" with the United States of America, Department of the Interior, acting through the Bonneville Power Administrator providing for reconstruction of two towers necessitated by construction of Delena-Rainier Section of the Columbia River Highway in Columbia County.

"Agreement" with Southern Pacific Company providing for construction of West Belt Line Overcrossing on FAS 860 (Belt Line Road) in Lane County.

"Assignment of Easement" to Rogue River Valley Irrigation District for a parcel of land on the Biddle Road-Camp White Section of the Crater Lake Highway in Jackson County.

"Bargain and Sale Deed" to the City of Portland for a parcel of land on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County.

"Bargain and Sale Deed" to Grover E. Keller for a parcel of land on the Third Street (The Dalles) Section of the Columbia River Highway in Wasco County.

"Bargain and Sale Deed" to the United States of America for a parcel of land on the Klamath Falls-West Side By-Pass Section of The Dalles-California Highway in Klamath County.

"Bargain and Sale Deed" to Cecil and Beverly Jo Saxon for a parcel of land on the Goshen-Creswell & Goshen Interchange Section of the Pacific Highway in Lane County.

"Grant of Easement" to Leroy and Minnie A. Churchill property on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County.

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

"Agreement" with Columbia County covering the Clatskanie-Delena Section of the Columbia River Highway in Columbia County.

"Consent to Annexation" to the City of The Dalles an area in the Chenoweth Creek area, northwesterly of the city, in Wasco County.

"Consent to Annexation" to the City of Ontario for 37.9 acres on the Shoshone State Recreation Area between the center line of the west-bound lanes of I-80N and the Snake River, from the present city limits of Ontario, northerly to the North Ontario Interchange in Malheur County.

"Abandonment Agreement" with Josephine County covering the Hegan Creek-Selma Section of the Redwood Highway No. 25 in Josephine County.

"Abandonment Agreement" with Umatilla County covering Ordnance Highway No. 338 on the Morrow County-Umatilla River Section of the Columbia River Highway No. 2 in Umatilla County.

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"Cooperative Construction Abandonment Agreement" with the City of Dayville and Grant County covering the Dayville Section of the John Day Highway No. 5 (US 26) in the City of Dayville, Grant County.

"Cooperative Construction Abandonment Agreement" with the City of Klamath Falls covering the Fifth Street-Sixth Street Couplet Section of the Klamath Falls-Lakeview Highway No. 20 in the City of Klamath Falls, Klamath County.

"Agreement" with Grant County relating to distribution of Federal-aid Funds under the Land and Water Conservation Fund Act of 1965.

"Cooperative Construction Agreement" with the City of Albany covering the Cox Creek Bridge-Chicago Street Section of the Albany-Junction City Highway No. 58 in Linn County.

"Agreement" with the Corps of Engineers covering the salvage of guardrail in the Foster Reservoir Project in Linn County.

"Supplemental Throughway Agreement" with the City of Portland covering the East Fremont Interchange of the Stadium Freeway Highway No. 61 (I-405) in Multnomah County.

"Agreement" with the City of Hood River covering installation of illumination on the Second Street Interchange (I-80N) in Hood River.

"Agreement" with the Service Bureau Corporation for computer services in connection with urban transportation studies.

"Supplemental Agreement" with Simpson and Curtin covering additional research to the Mass Transit Use Study for the Portland-Vancouver Metropolitan Area.

"Agreement" with the City of Beaverton covering installation of traffic signal at intersection of Farmington Highway and S. W. 145th Avenue in Washington County.

"Agreement" with the City of Portland covering installation of pedestrian-actuated traffic signals at intersections of North Cook Street and the off and on ramps from the Stadium Freeway in Multnomah County.

"Agreement" with School District No. 5J, Columbia County, covering installation of an overhead "School Crossing" sign with flashing yellow beacons over the Lower Columbia River Highway at the school crossing east of Westport Road in Columbia County.

"Agreement" with the City of Salem covering conversion of the traffic signals at the intersection of Commercial Street (US99E) and Alice Avenue in Marion County.

"Agreement" with the City of Roseburg covering the installation of semi-actuated traffic signals at the intersection of Stephens Street and Douglas Avenue in Douglas County.

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"Agreement" with the City of Bend covering installation of traffic signals at the intersection of Franklin Avenue and Bond Street and conversion of the existing three-phase signals at the intersection of Franklin Avenue and Wall Street to two-phase operation in Deschutes County.

"Agreement" with Knappa Water Association covering relocation of its facilities which conflict with our construction of the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County.

"Agreement" with Oregon State Board of Control for care and growing of nursery stock for the Highway Department.

"Agreement" with the City of Central Point covering installation of illumination at the Central Point Interchange on the Pacific Highway in Jackson County.

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The meeting was recessed at 10:25 a.m., and convened again at 10:45 a.m.

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Disposal of the old maintenance headquarters site at The Dalles in Wasco County was discussed. It was the Engineer's recommendation that the property be handled in the normal manner by public auction sale. The Commission accepted his recommendation.

Attention was given to a request from Mr. Wayne B. Weeks to operate a beach-buggy type bus across the beach at Cape Kiwanda in Tillamook County for transporting passengers to and from a boat that would take customers out to a barge offshore. The Commission accepted the Engineer's recommendation that a permit be issued to Mr. Weeks for operation of the beach-buggy containing hold harmless features protecting the Commission.

Concerning the West Interchange on I-80N in Pendleton, the Engineer reported that a diamond interchange design had been worked out which he felt would be acceptable. Umatilla County has agreed to construct a connecting road between the interchange and Rieth Road at no expense to the State. The Commission approved the project as presented subject to approval by the Bureau of Public Roads.

The Commission approved giving minor assistance to the League of Oregon Cities in preparing a set of public work specifications. This would involve work space and a minor amount of clerical help.

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Construction of an interchange at the intersection of Fargo Road with the Pacific Highway (I-5) in the northerly part of Marion County was discussed. The Engineer commented that a conference had been held with the Marion County Commissioners and a proposal was made in which the State would acquire the right-of-way and construct the interchange. The County is to take over as a County Road the existing route of the Silver Creek Falls Secondary from the Lancaster-North Santiam Interchange through Aumsville, and the Aumsville-Mehama Highway in its entirety. He recalled that this matter had been discussed with the Chairman on August 4, 1966, and verbal approval had been given for the project and the transfer of jurisdiction on the highways. The Commission confirmed the action.

The Commission considered and gave tentative approval to the 1967-1969 Biennial Budget and instructed that the letter transmitting the budget reserve the right to make changes or recommendations for a week or ten days because of the lack of time to study the budget.

Attention was given to a Federal-aid ABC Highway Program for the fiscal years 1968-1969. The Engineer commented that if the program is approved it is planned to proceed with surveys, plans and right-of-way acquisition. Individual projects are to be approved by the Commission at appropriate times. The Commission approved the following program:

#### FEDERAL-AID ABC PROGRAM X

FISCAL 1968 - 1969

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type of Work</u>	<u>Total</u> (Amounts in Thousands)
<u>URBAN</u>				
Mt. Hood	East Marquam Inter-S.E. 21st Ave.	0.7	R/W only	3,000
Clackamas	Milwaukie-Harmony Rd. Inter.	2.3	G.P.Str.	3,200
			Total	6,200
<u>PRIMARY</u>				
Pacific West	Holmes Gap-Baskett Slough	3.8	R/W.G.P.	1,000
			Str.	
Lower Columbia	Burlington-Portland City Limits	3.5	G.P.Str.	2,790
The Dalles-California	Link River-Green Springs Jct.	2.2	R/W.G.P.	3,350
			Str.	
Pendleton-John Day	Little Beech Creek-Fall Creek	2.7	G.P.	530
Tualatin Valley	Forest Grove Section	2.6	G.P.Str.	780
Tualatin Valley	Forest Grove-Yamhill Co.Line	4.6	G.P.	1,923

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(Cont. on next page)

#### 1968-1969 FEDERAL-AID ABC PROGRAM - Cont.

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type of Work</u>	<u>Total</u> (Amounts in Thousands)
Coos Bay-Roseburg	Glen Aiken Creek-Gray Creek	1.9	R/W.G.P.	1,790
Sunset	N. Plains Inter-Cornelius Pass Rd.	4.4	R/W.G.P.	1,475
			Str.	
Umpqua	Drain-Anlauf	6.2	R/W only	335
			Total	13,973
<u>SECONDARY</u>				
Beaverton-Tigard	Tualatin Valley Hwy-Progress	2.5	G.P.Str.	4,700
Siletz	N. Unit, Siletz-Toledo	2.8	G.P.Str.	780
Lake of the Woods	Crater Lake Hwy-Hanley Ranch	16.1	R.W only	325
Lake of the Woods	Brownsboro-Hanley Ranch	8.1	G.P.Str.	1,890
			Total	7,695

A delegation representing the Pacific City Boosters Club, came before the Commission concerning relocation of the Oregon Coast Highway near Pacific City in Tillamook County. The following people were present: James D. Mehelis, Ed Byerlee, Mrs. Jessie Marchant, Mrs. Georgia McCullough, Mrs. Elizabeth Millar, Mrs. Claudia Starr, George Wood from Pacific City; and Dr. Roy Peterson from Tillamook.

Mr. Byerlee, who identified himself as a permanent resident of Pacific City, pointed out that objectors to the route along the Sand Spit are few and they know that it is not planned to build the highway on the beach. It was his opinion that the proposed route will not destroy any of the beach values. He wondered if the Portland residents who have been vocal in opposing the route might be interested in slowing down improvement of the Oregon Coast Highway in order to keep traffic through Portland. He also commented that some of the newspapers had declined to print information given to them. The demonstration march protesting the Sand Spit Route, he said, consisted mostly of children and teenagers. Officials of the Winema Church Camp south of Pacific City are not objecting to the Sand Spit Route.

Mr. Peterson commented that the officials of Tillamook County and the Pacific City-Woods Chamber of Commerce favor the Sand Spit Route. The alternate inland route, he said, would do great damage to a number of dairy farms, would require two bridges, and hurt a Tillamook County Park. He read a letter written to the Tillamook County Court from the U. S. Forest Service stating that the Forest Service had no basis for objection to the Sand Spit Route. It was his feeling also that most of the people in

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Tillamook County favor the Sand Spit Route as being the best route, and that construction should be started soon.

Chairman Jackson stated that the Commission appreciated hearing the delegations' point of view. He mentioned that work is being started on the south end of the project which apparently is not controversial and that completion of the overall job should be on time.

There being no further business to consider, the meeting was adjourned by the Chairman at 11:10 a.m.

Forrest Cooper  
State Highway Engineer

Glenn L. Jackson  
Chairman

K. N. Fridley  
Commissioner

Floyd Query  
Secretary

David B. Simpson  
Commissioner

August 25, 1966

Salem, Oregon  
October 6, 1966

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  
Tom Edwards, Assistant State Highway Engineer  
Lloyd P. Shaw, Assistant State Highway Engineer  
Fred B. Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
G. E. Rohde, Chief Counsel  
Frank C. McKinney, Assistant Counsel  
David H. Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; John Oakes, Assistant Right of Way Engineer; and John Earley, Information Officer.

The Right of Way Engineer presented for consideration a list of options, Pages 1 through 72, secured for acquisition of real property needed for state highway use or for other purposes. The amounts offered, he said, are based upon competent appraisals and are in order for Federal-aid. 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 confirmed closing the options which had been sent to them for approval since the last Commission meeting. They also approved those options submitted for the first time at this meeting at the prices mentioned therein and adopted "Right of Way Resolution No. 36", 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 of buildings was presented by the Right of Way Engineer. Miscellaneous sales from August 12 to September 23, 1966, amounted to \$15,235 and timber sales \$3,744. Rental receipts for the month of August, 1966 were \$9,895.95. The Commission accepted the report.

Authority to offer at public sale several parcels of excess property was requested by the Right of Way Engineer. He commented that the minimum prices have been determined by careful appraisal or by offers in excess of appraisals. Access and other conditions of sale are

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consistent with those available to other properties in the vicinity. In each instance where Federal funds have been involved, the approval of the Bureau of Public Roads has been secured. The Commission authorized public sale of the following properties and thereupon adopted "Real Property Resolution Nos. 467 and 468", which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

- (1) 0.6 acre of land, File No. 17944-5-6, located on the westerly side of The Dalles-California Highway, a short distance south of Crescent in Klamath County, for not less than \$300. No access will be allowed to the highway, signboard and junkyard restrictions as well as civil rights language clauses will be included in the sale.
- (2) 0.6 acre of land, File No. 10964, located in the southwest corner of the old Oregon Coast Highway at the junction of Ft. Clatsop County Road in Clatsop County, for not less than \$450. Access to the highway is not permitted, and the sale is subject to signboard and junkyard exclusion clauses. The Bureau of Public Roads is not involved.
- (3) .082 acre of land, File No. 1319, located along Bear Creek County Road at the intersection of Bear Creek Road and the Wallowa Lake Highway in Wallowa County, for not less than \$125. The sale is to be subject to signboard and junkyard restrictions and the Bureau of Public Roads is not involved.
- (4) 2.3 acres of land, File No. 4745, located north of Bend at the junction of The Dalles-California Highway with the O. B. Riley County Road in Deschutes County, for not less than \$7,500. (The Riley County Road was formerly the Bend-Sisters Highway). No access is to be permitted to The Dalles-California Highway and the sale is to be subject to signboard and junkyard restrictions. The Bureau of Public Roads is not involved. (See "Real Property Resolution No. 467").
- (5) 5.7 acres of land, File Nos. 26716, 26717, 26718, 26720, and 28321, located in the northwest quadrant of the Idaho Avenue Interchange on the Old Oregon Trail in Ontario, in Malheur County, for not less than \$50,000. No access is to be permitted to the ramp, acceleration lane or to the freeway. The purchaser is to bear the cost of re-locating the right of way fence. Signboard and junkyard exclusion clauses, as well as Civil Rights

language, will be included in the deed. A request for approval has been made to the Bureau of Public Roads. The Commission approved this item subject to approval by the Bureau of Public Roads. (See "Real Property Resolution No. 468").

The transfer of 0.07 acre of land to the City of Medford was brought up by the Right of Way Engineer. This parcel of land is located in the northwest quadrant of the intersection of the Barnett Road Interchange southbound off ramp with Barnett Road in the City of Medford on the Pacific Highway in Jackson County. He explained that the property is to be used for public road purposes only and that the consideration of \$1,850 is half of its appraised value. The sale is also subject to appropriate Civil Rights clauses. Approval of the Bureau of Public Roads was given on August 19, 1966. The Commission approved the transfer. (See "Real Property Resolution No. 469").

Five Indentures of Access were presented by the Right of Way Engineer. These Indentures provide for changes in location and widening of points of access for the protection of the traveling public and for the benefit and convenience of the property owners. The Commission approved the following Indentures:

- (1) Georgia-Pacific Corporation, File No. 34997, for a change in location of one point of access 25 feet in width and unrestricted as to use on the Elbow Point Section of the Coos Bay-Roseburg Highway in Coos County.
- (2) Redmon property, File No. 34603, for a change in location of one point of access 35 feet in width and unrestricted as to use on the southerly side of the Mt. Hood Highway in the town of Sandy in Clackamas County. Approval of the Bureau of Public Roads was given July 5, 1966.
- (3) Johnson property, File No. 38061, for a change in location of one point of access, unrestricted as to use, on the southerly side of the Columbia River Highway, approximately nine miles east of Astoria in Clatsop County. Approval of the Bureau of Public Roads was given July 28, 1966.
- (4) Lind property, File No. 38256, for a change in location of one point of access 35 feet in width and unrestricted as to use on the southerly side of the temporary connection to the Columbia River Highway seven miles east of Astoria in Clatsop County. Approval of the Bureau of Public Roads was given August 8, 1966.

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- (5) Steagall property, File No. 32588, for a change in location and widening of one point of access from 25 to 35 feet and unrestricted as to use on the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County. Approval by the Bureau of Public Roads was given May 4, 1966.

Payment of tuition charges for Right of Way Agents attending American Institute Course II for Appraisers at Portland State College was recommended by the Right of Way Engineer. He commented that similar action has been taken in other years and the course is beneficial to appraisers in the acquisition of property for highway purposes. The Commission approved the expenditure of not more than \$3,000 for tuition.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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 Department 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. 2321 through 2344", which resolutions by this reference are made a part hereof and filed in the Secretary's Office. (For additional information, see the Chief Counsel's letter dated October 5, 1966, regarding Recommendations for Condemnation in the Salem office, General Files.)

A report on cases which have been tried in court was presented by the Chief Counsel. The Commission accepted his report 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-4738 Sandy Market, Inc.	Clackamas	Mt. Hood	Duncan Rd.- Sandy	\$ 3,600.00	\$20,000.00	\$ 4,500.00
L-5031 Lee L. Stonecypher, et ux.	Curry	Oregon Coast	Floras Creek	800.00	2,000.00	4,425.00

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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-4811 Flora E. Barnes, et al.	Jackson	Crater Lake	Shady Cove Bridge	\$ 970.00	\$16,856.00	\$11,000.00
L-4689 Edward J. Miller, et al.	Josephine	Pacific	Douglas Co. Line-Coyote Creek	200.00	2,750.00	200.00
L-4871 Ralph DeVilbiss, et al.	Marion	Pacific	N. Jefferson Jct.-Albany	100.00	7,500.00	1,500.00
L-5018 John J. Gould, et ux.	Wash.	Beaverton-Tigard	Sunset Highway-Pacific Highway	9,500.00	31,100.00 Answer	18,100.00
L-5007 John R. Wall, et al.	Clatsop	Columbia River	Burnside-Big Creek	5,000.00	6,000.00	6,580.00

#### 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-4845 Page Paving Co., et al.	State	Marion	Additional compensation and damages on Contract No. 6216.	\$19,578.28 (3 claims) interest and cost.	\$ 758.40
(See remarks in letter dated September 23, 1966).					
L-4718 John Zupan	State Hwy. Commissioners and D. J. Sage, District Maintenance Supt.	Multnomah	Personal injuries	15,000.00 general damage 2,672.50 special damages, plus costs	5,055.00
(See remarks in letter dated September 23, 1966).					

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## (Report of Trial of Other Cases - Cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-5058 Jarvis C. Buxton	State	Federal Court	Injunction to prohibit loca- tion of 101.	Prohibit lo- cation of 101.	Dismissal

(See remarks in letter dated September 8, 1966).

A report concerning cases which have been settled out of court was also presented by the Chief Counsel. He pointed out that the total amount of the settlements is approximately 10% above the total appraised value and that the settlements are in line for Federal-aid. The Commission approved the settlements summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-5106 R. C. Calvert, et ux.	Columbia	Columbia River	Delena- Rainier	\$ 3,300.00	\$ 3,700.00
L-4923 John Collins, et ux.	Lake	Fremont	N. City Limits-5th Street	500.00	750.00
L-5094 Phelon H. Riley, et al.	Lane	McKenzie	19th St.- City Limits	115.00	113.00
L-4865 Hugh Long, et al.	Josephine	Pacific	Coyote Crk. Sexton Mt.	100.00	100.00
L-4835 Julius E. Purvine, et al.	Linn	Corvallis- Lebanon	Corvallis- Orleans	500.00	500.00
L-4959 M. J. Looney, et al.	Linn	Corvallis- Lebanon	Orleans- Lake Crk.	6,550.00	7,000.00
L-5115 John T. Hermans, et ux.	Linn	Santiam	Sweet Home- Foster	375.00	500.00

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## (Report of condemnation cases settled - cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-5119 Homer Speer a widower	Linn	Santiam	Sweet Home- Foster	\$ 1,000.00	\$ 1,250.00
L-5120 L. L. Waddle, et al.	Linn	Santiam	Sweet Home- Foster (Property donated in exchange for modification of Highway design utilizing a culvert and eliminating an open ditch).	900.00	No money
L-5127 Will Butler, et ux.	Multnomah	Pacific	N. Portland Harbor-North Russell St.	7,150.00	7,450.00
L-5133 Nettie Suwol, et vir.	Multnomah	Pacific	N. Portland Harbor-North Russell St.	4,100.00	4,300.00
L-5092 Western Lands & Baker Minerals, Inc.		Sumpter Valley	McCully Fork- Sumpter	150.00	350.00
L-4663 Ore. Food Stores, Inc.	Klamath	Klamath Falls- Lakeview	K.I.D. Canal- Madison St. (Upon completion of construction a re-appraisal was made leading to an increase of State's appraisal to \$600).	100.00	1,000.00
L-5117 Andy O. Marchbanks, et al.	Linn	Santiam	Sweet Home- Foster	7,300.00 buying signs and moving 6,400.00 of signs moving signs	7,500.00
L-4735 Willie Nielsen, et al.	Clackamas	Mt. Hood	Duncan Rd.- Sandy (Interest amounts to \$722.50)	7,500.00	10,000.00
L-4878 George H. Chaney, et al.	Coos	Coos Bay- Roseburg	Rink Crk.- Myrtle Point	3,700.00	4,100.00

October 6, 1966

## (Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4966 Jack McLeod, et ux.	Coos	Powers	Gaylord-Powers	\$ 50.00	\$ 100.00
R-39369 Jack McLeod	Coos	Powers	Rhoda Crk.-White Bridge	100.00	200.00
L-4784 Chester A. Smith, Jr.	Douglas	Pacific	Canyonville-Josephine Co.	14,600.00	16,200.00
L-5091 William C. Hiler, et al.	Baker	Sumpter Valley	McCully Fork-Sumpter	425.00	1,485.00

(Appraisal revised to \$1,485 after filing of complaint. Appraiser found that a sum should be allowed in cash for relocating a farm bridge).

(For additional details see the Chief Counsel's letters dated September 30, and October 5 concerning Cases Settled in the Salem Office, General Files.)

The Chief Counsel reported that the case of Jarvis C. Buxton vs. the State of Oregon to forestall the acquiring of right of way in the proposed relocation of the Oregon Coast Highway in the Pacific City area has been dismissed in the U. S. District Court.

The case of State Highway Commission vs. R. A. Heintz Construction Company is pending on appeal in the Supreme Court. The court wishes to have the case reargued before the entire court and a date has been set for the November term. The Chief Counsel recalled that in this case the State alleged that partial payments had been made on a contract exceeding the final computations by approximately \$74,000. The Commission accepted the report.

The Chairman inquired as to the status of the DeLong case concerning construction of piers for the Astoria Bridge. The Chief Counsel replied that motions and countermotions are being made and that he is attempting to get the case to trial at an early date.

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

ALBANY-JUDKINS POINT SECTION OF THE PACIFIC HIGHWAY

R-35486 - Vira Corporation. 0.25 acre for permanent easement. Offer of \$250.00 approved by Mr. Jackson September 16, 1966.

October 6, 1966

BIDDLE ROAD INTERCHANGE SECTION OF THE CRATER LAKE HIGHWAY

R-39800 - J. S. Lydiard, et ux. 0.76 acre for right of way purposes. Offer of \$151,600.00 approved by Mr. Jackson September 30, 1966.

BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-37543 - Frank Roeder, et ux. 0.8 acre for right of way purposes. Offer of \$10,850.00 approved by Mr. Jackson September 15, 1966.

DAYVILLE SECTION OF THE JOHN DAY HIGHWAY

R-38942 - John Murray, et al. 1,200 square feet for right of way purposes. Offer of \$110.00 approved by Mr. Fridley August 29, 1966.

R-38946 - James F. Amis, et al. Parcel No. 1: 2.2 acres for right of way purposes; Parcel No. 2: 0.15 acre for a permanent easement; Parcel No. 3: 0.06 acre for a permanent easement. Offer of \$1,220.00 approved by Mr. Fridley August 30, 1966.

R-38950 - Sylvia Erickson. Parcel No. 1: 1.0 acre for right of way purposes; Parcel No. 2: 0.27 acre for right of way purposes. Offer of \$2,200.00 approved by Mr. Fridley August 25, 1966.

R-38951 - Martin Hettinga, et ux. Parcel No. 1: 1.1 acres for right of way purposes; Parcel No. 2: 0.26 acre for permanent easement; Parcel No. 3: 0.13 acre for permanent easement. Offer of \$950.00 approved by Mr. Fridley August 25, 1966.

R-38952 - Lester Wilson, et ux. 0.01 acre for right of way purposes. Offer of \$900.00 approved by Mr. Fridley August 24, 1966.

R-38953 - Guy L. Smith, et ux. Parcel No. 1: 1.55 acres for right of way purposes; Parcel No. 2: 420 square feet for permanent easement; Parcel No. 3: 0.29 acre for permanent easement. Offer of \$675.00 approved by Mr. Fridley August 26, 1966.

R-38954 - Pine Tree Lumber Company. Parcel No. 1: 1.65 acres for right of way purposes; Parcel No. 2: 0.12 acre for permanent easement. Offer of \$860.00 approved by Mr. Fridley August 29, 1966.

ESTACADA-CAZADERO DAM SECTION OF THE CLACKAMAS HIGHWAY

R-37651 - Portland Traction Company. 6.0 acres for right of way purposes. Offer of \$800.00 approved by Mr. Jackson September 19, 1966.

MULTNOMAH COUNTY LINE-BEAVERTON SECTION OF THE TUALATIN VALLEY HIGHWAY

R-39179 - Elsie G. Lohr. 0.15 acre for right of way purposes. Offer of \$150.00 approved by Mr. Jackson September 9, 1966.

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OXMAN-BENSON CREEK SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-37096 - J. L. Cartwright, et al. Parcel No. 1: 24.3 acres for right of way purposes; Parcel No. 2: 32.0 acres for right of way purposes; Parcel No. 3: 3.5 acres for right of way purposes; Parcel No. 4: 8.0 acres for right of way purposes; Parcel No. 5: 0.5 acre for permanent easement; Parcel No. 6: 1.7 acres for permanent easement; Parcel No. 7: 2.8 acres for permanent easement; Parcel No. 8: 0.08 acre for temporary easement. Offer of \$41,000.00 approved by Mr. Fridley September 2, 1966.

PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY

R-38442 - John J. Mildenerger, et ux. 7,500 square feet for right of way purposes. Offer of \$20,000.00 approved by Mr. Jackson September 15, 1966.

R-38444 - Jack Shigeru Yoshitomi. 3.7 acres for right of way purposes. Offer of \$57,350.00 approved by Mr. Jackson September 15, 1966.

R-38464 - Angela Sanchez. Parcel No. 1: 28,000 square feet for right of way purposes; Parcel No. 2: 12,000 square feet for right of way purposes. Offer of \$12,950.00 approved by Mr. Jackson September 15, 1966.

PENDLETON SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-39198 - John H. Black, et ux. 6,370 square feet for right of way purposes. Offer of \$12,950.00 approved by Mr. Fridley September 14, 1966.

PLEASANT HILL-CRESWELL SECTION OF THE SPRINGFIELD-CRESWELL HIGHWAY

R-26817 - Walter B. Gillespie, et ux. 0.25 acre for right of way purposes. Offer of \$500.00 approved by Mr. Jackson September 21, 1966.

R-26819 - Arthur Lindley, et ux. 0.08 acre for right of way purposes. Offer of \$400.00 approved by Mr. Jackson September 23, 1966.

R-26822 - Laura Olson. Parcel No. 1: 0.11 acre for right of way purposes; Parcel No. 2: 500 square feet for permanent easement. Offer of \$360.00 approved by Mr. Jackson September 23, 1966.

R-39945 - Walter B. Gillespie, et ux. 0.51 acre for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson September 21, 1966.

R-39950 - Walter B. Gillespie, et ux. 0.17 acre for right of way purposes. Offer of \$4,500.00 approved by Mr. Jackson September 21, 1966.

R-39956 - Earl H. George, et ux. 0.06 acre for right of way purposes. Offer of \$500.00 approved by Mr. Jackson September 23, 1966.

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

R-32420 - Ralph G. Coan, et al. Parcel No. 5: 1.13 acres for right of way purposes; Parcel No. 6: 0.17 acre for right of way purposes. Offer of \$9,500.00 approved by Mr. Jackson September 15, 1966.

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The Chief Counsel reported on an order received from the Public Utility Commissioner concerning the application of Eastern Oregon Pine Company to construct private road crossings with US Highway 395 near Lakeview and Oregon State Highway Route 140 near Camas Prairie both in Lake County. The order issued August 22, 1966, authorized continuance of the crossings under the name of the Eastern Oregon Pine Company, a corporation.

A quarterly report of damage claims collected from July 1 through September 30, 1966, was presented. The Chief Counsel pointed out that during this period \$24,145.96 had been collected. He also mentioned that even though collections had been made at a rapid pace the back log of claims has not been reduced.

A report was made by the Chief Counsel on the institution of legal proceedings against the State Highway Commission, its officers or employees. In the case of Alfred M. Ambrose vs. Fred R. Sellers, Jr., the plaintiff seeks to recover the sum of \$119.50 for damages to his automobile because of a parking accident involving a State Highway truck. The State insurance carrier has accepted the case and is defending the highway employee.

He also reported on an accident which occurred September 25, 1964, during reconstruction of the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County. Byron G. Wong, apparently was traveling northerly in a lane reserved for southbound traffic, and collided head on with a southbound car driven by William Lowe. Two persons were killed and four seriously injured. Plaintiffs have named as defendants contractors, Morse Brothers, Inc. and Beckley and Thomas Products, Inc.; and State Highway employees: K. D. Limbocker, Resident Engineer; L. W. Rulien, Assistant Division Engineer and John L. Gunter, District Maintenance Superintendent. Total amount sought by the plaintiffs is \$1,208,052.66. He pointed out that this amount exceeds the \$500,000 policy limit carried by the State but it was his opinion that the State's liability is negligible. The State's insurance company is defending the employees involved.

The Chief Counsel commented on the increasing number of cases which are being filed against the State Highway Commission and its employees, and it was his understanding that legislation is being prepared by others to remove the State's immunity from suit. When this immunity was removed in California, it was necessary to hire a considerable number of attorneys. The same was true in the State of Washington.

He mentioned an action in the Multnomah County Circuit Court in which Donald Yates seeks to collect \$50,000 in general damages as a result of a single car accident along the highway detour at Karmel Knoll, north of Newport, on the Oregon Coast Highway in Lincoln County. The plaintiff claims that there was negligence in maintaining the detour. Proper action will be taken to protect the interests of the State and its employees.

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An amendment to a 1957 agreement with the City of Newberg regarding use of the Willamette River Bridge at Newberg (old Hillsboro-Silverton Highway) was brought up by the Chief Counsel. He explained that under the agreement the City is allowed to use the bridge for a city water main only. The City now wishes to amend the agreement so that certain industries may use the bridge. The City has agreed to take over the bridge completely and to release the State from all responsibility. Based on his favorable recommendation, the Commission approved the amendment as presented and authorized the Secretary to sign the amended agreement.

A number of surveys were presented by the Engineer for the improvement or relocation of sections of state highways. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 321 through 325", which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) Sixes River-Elk River Section of the Oregon Coast Highway in Curry County, a distance of 3.24 miles. A public hearing was held September 15, 1966. (See "Survey Resolution No. 322").
- (2) Willow Creek Bridge Section of the Heppner Highway in Gilliam County, covering 0.67 mile. No public hearing was required. (See "Survey Resolution No. 323").
- (3) Clarno-Porcupine Butte Section of the Shaniko-Fossil Highway in Wasco and Wheeler Counties, covering 2.28 miles. No public hearing was required. (See "Survey Resolution No. 323").
- (4) Holmes Gap-Baskett Slough Section of the Pacific Highway West in Polk County, covering four miles. No public hearing was required. (See "Survey Resolution No. 324.")
- (5) Gray Creek-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, covering 3.46 miles. A public hearing was held on September 15, 1966. (See "Survey Resolution No. 325.")
- (6) LaGrande-North Powder Section of the Old Oregon Trail in Union County, covering 20.6 miles. A public hearing was held on October 14, 1965. (See "Survey Resolution No. 321.")

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- (7) Ross Island Bridge-Reedway Section of the Pacific Highway East in Multnomah County, covering 1.98 miles. A public hearing was not required. (See "Survey Resolution No. 324.")

Increases in project authorizations to cover unanticipated construction costs were recommended by the Engineer and approved by the Commission as follows:

- (1) Contract No. 6764 on the Central Oregon Highway in Malheur County, for an increase of \$25,427.08 (12%). The overrun was caused principally by widening of shoulders adjacent to the new structure, which work was not included as a part of the original authorization.
- (2) Contract No. 6874 on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County, for an increase of \$39,137.69 (24.8%). Increased quantities of general excavation because of unstable areas, revision of inadequate drainage structures, and additional stone base were given as principal reasons for the overrun.

Payment of \$3,333 to the National Bureau of Standards for the fiscal year 1967 was recommended by the Engineer. He explained that this payment is a pro rata share of the cost of operating the AASHO Materials Reference Laboratory. The purpose of the Laboratory is to provide advisory service on laboratory equipment and its use with the objective of more uniform techniques throughout the United States. The Commission approved payment.

The Commission considered settlement of a claim made by C. R. O'Neil, for additional compensation on Contract 6330 on the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway in Lincoln County. The Engineer explained that the contractor had originally demanded \$57,474.35. After considerable negotiation, he agreed to accept the sum of \$9,804.50 and give the State a release of all claims in connection with this contract. Following the favorable recommendation of the Engineer, the Commission approved the settlement for \$9,804.50.

Contractors requests for extensions of time to complete highway contracts were presented by the Engineer. He commented that each of these requests had been carefully investigated and the Commission had been informed of the results of the investigation by letter. The Commission took action as follows:

- (1) Page Paving Company, Contract No. 6808, on the Glenada-Siltcoos River Section of the Oregon Coast Highway in Lane County, requested an extension of 30 calendar days. The Commission approved the 30-day extension without assessment of liquidated damages.

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- (2) J. F. Konen Construction Company, Inc., Contract No. 6844, for work on the Main Street-Grant Street (Enterprise) Section of the Wallowa Lake Highway in Wallowa County, requested an increase of 20 calendar days without assessment of liquidated damages. The Commission approved an extension of 23 calendar days to the date of completion without assessment of liquidated damages.
- (3) Roy L. Houck Sons' Corporation, Contract No. 6545, on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas and Multnomah Counties, requested an extension of time from July 1 to July 26, 1966. The Commission approved the extension of time without assessment of liquidated damages.
- (4) Bay Pavers, Inc., Contract No. 6834, on the Reedsport (East Railroad Avenue) City Street project in Douglas County, requested a time extension of 24 calendar days. The Commission approved an extension of 20 days without assessment of liquidated damages.
- (5) Roy L. Houck Sons' Corporation, Contract No. 6706, for construction of the Nehalem River (Vesper) Bridge on the Nehalem Highway in Clatsop County, requested that the completion date be extended from June 15, 1966, to the date of completion, July 22, 1966. The Commission approved the extension as requested without assessment of liquidated damages.
- (6) Cecil James Construction, Contract No. 6717, on the Crystal Springs-Rocky Point Section of FAS 420 in Klamath County, requested a 20-day extension of time. The Commission approved an extension of time to August 18, 1966, the date of completion, without assessment of liquidated damages.
- (7) Percy E. Jellum Contractor, Inc., Contract No. 6788, on the Cogswell Creek-State Line Section of the Fremont Highway in Lake County, requested a 50-day extension of time without assessment of liquidated damages. The Commission denied the request.
- (8) J. F. Konen Construction Co., Inc., Contract No. 6793, on the Eggleson Corner-Strohm Road Section of FAS 485 in Wallowa County, requested 40 additional days. The Commission approved a

- time extension of 24 calendar days without assessment of liquidated damages.
- (9) Peter Kiewit Sons' Company, Contract No. 6393, on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County, requested an additional 15 workdays in which to complete the project. The Commission approved the assessment of seven penalty days for not finishing the contract on time. The Bureau of Public Roads by letter of January 27, 1966 approved assessment of eight penalty days.
  - (10) Salem Black Top Paving Company, Inc., Contract No. 6812, on the Joseph Street Interchange Section of the North Santiam Highway in Marion County, requested an increase in the number of calendar days from 70 to 77. The Commission approved the increase as requested without assessment of liquidated damages.
  - (11) Slate-Hall Company, Contract No. 6548, on the Canyon Creek Pass-Azalea Section of the Pacific Highway in Douglas County, requested an extension of the completion date from July 1 to August 15, 1966. The Commission approved an extension of time to August 19, 1966, the date of completion without assessment of liquidated damages. The Bureau of Public Roads by letter of September 12, 1966 approved the extension of time.
  - (12) Cumming and Webber, Inc., Contract No. 6641, for construction of the Reiersen Bridge across the Nehalem River on FAS 912 in Clatsop County, requested that the completion date be advanced from December 31, 1965, to July 26, 1966. The Commission approved the extension as requested without assessment of liquidated damages.
  - (13) Ross Bros. Construction, Inc., Contract No. 6764, for construction of the Malheur River (Grove) Bridge on the Central Oregon Highway in Malheur County, requested five additional calendar days in which to complete the contract. The Commission granted the additional time as requested without assessment of liquidated damages.
  - (14) Ross Bros. Construction, Inc., Contract No. 6753, on the Delta Road-Belt Line Road Junction Section of FAS 860 and FAS 862 in Lane County, requested 24 additional calendar days in which to complete the contract. One hundred and eighty calendar days were allotted for the contract, and 194

calendar days were charged. The Commission granted a nine calendar day extension without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter of September 6, 1966.

- (15) Tom Lillebo Construction Company, Contract No. 6714, on the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County, requested that the specified completion date be advanced from April 30, 1966, to July 1, 1966. The Commission approved an extension of the completion date to May 30, 1966, without assessment of liquidated damages.
- (16) Madson and Stokes Elec. Contractors, Contract No. 6733, for illumination on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, requested an extension of the specified completion date from January 31, 1966, to March 14, 1966. The Commission approved extension of the completion date to March 27, 1966, without assessment of liquidated damages. Approval by the Bureau of Public Roads was given in their letter of September 8, 1966.
- (17) United States Steel Corporation, Contract No. 6268, for the steel superstructure on the Astoria Bridge on the Oregon Coast Highway in Clatsop County, requested that the completion date for Stage 1 be advanced to October 15, 1966. The Commission approved the request without assessment of liquidated damages.
- (18) W. R. Grasle Company, Contract No. 6526, for traffic signals on the Stadium Freeway in Portland, Multnomah County, requested an extension of 68 calendar days in which to complete the contract. The Commission approved the request without assessment of liquidated damages. A letter was received from the Bureau of Public Roads denying their concurrence in the time extension from January 23 to January 28, 1966.
- (19) N. W. Housemovers, Inc., doing business as Signal Sales Company, Contract No. 6848 for thermoplastic striping on the Pacific, Columbia River, and Mt. Hood Highways in Multnomah County, requested an extension of the specified completion date from August 31 to October 11, 1966. The Commission denied the request.

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- (20) M. R. Holst, Contract No. 6760, for work on the Cow Creek Safety Rest Area on the Pacific Highway in Douglas County, requested an additional 45 calendar days in which to complete the contract. The Commission approved a 42 calendar day extension without assessment of liquidated damages. Approval of the Bureau of Public Roads was given in their letter dated September 22, 1966.

The Engineer reported that Contract Nos. 6608, 6648, 6679, 6655, 6663, 6695, 6702, 6705, 6714, 6718, 6723, 6728, 6733, 6745, 6757, 6762, 6763, 6767, 6775, 6778, 6782, 6786, 6790, 6791, 6794, 6802, 6806, 6809, 6813, 6818, 6823, 6833, 6835, 6837, 6852, and 6869, for highway construction have been completed in accordance with requirements of the contracts or modifications thereof and said contracts are now ready for acceptance or have been accepted by letter by the Commission since the last meeting. After due consideration, the Commission accepted the contracts by adopting "Contracts Completed Resolution No. 153", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission set the date for the next regular meeting on Tuesday, November 22, in the Conference Room of the State Highway Building in Salem, Oregon. A tentative date for the following meeting was set for Monday, December 19, 1966.

The Commission approved the minutes of the meeting held on August 25, 1966.

The Commission confirmed telephonic approval given September 6, 1966, awarding contracts on bids received September 1, 1966, and authorized the Secretary to sign contracts on the following projects:

BIDS RECEIVED IN SALEM SEPTEMBER 1, 1966

AWARDS MADE SEPTEMBER 6, 1966

"Powder River (McDougall Lane) Bridge over Powder River in Baker County. Federal-aid Secondary Highway Project No. S-128(5). Eight bids were received. The Commission elected to accept the low bid of Rogers Construction Company, Portland, in the sum of \$57,020 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of Baker County is received and the sum of \$12,800 is deposited by the County.

"Traffic signals at Newmark and Broadway in North Bend on the Cape Arago Highway in Coos County. State Project. Two bids were received. The Commission elected to accept the low bid of Sims Electric, Inc., Roseburg, in the sum of \$18,850 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of North Bend is received and the sum of \$10,600 is deposited by the City.

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"Park facilities in Sunset Bay State Park in Coos County. BOR Project. This project was withdrawn from letting.

"Park facilities in Lapine State Recreation Area in Deschutes County. State Project. Sixteen bids were received. The Commission awarded the contract to the low bidder, DeGree Construction Company, Bend, at \$193,342.49.

"Bend traffic signals at Bond and Wall Street on Century Drive Highway in Deschutes County. State Project. Three bids were received. The Commission elected to accept the low bid of Madson and Stokes Electrical Contractors, Roseburg, in the sum of \$9,328 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Bend is received and the sum of \$5,250 is deposited by the City.

"Construction of a toilet building in Cline Falls State Park in Deschutes County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, DeGree Construction Company, Bend, at \$18,301.90.

"Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-3(75)145. Seven bids were received. The Commission awarded the contract to the low bidder, S. A. Hutchins and Associates Construction Company, Sutherlin, at \$20,975.

"Traffic signal installation at North Stephens Street and Douglas Street in Roseburg in Douglas County. State Project. Two bids were received. The Commission awarded the contract to the low bidder, Madson and Stokes Electrical Contractors, Roseburg, at \$7,890.

"Grading, paving, and structure on the Dayville Section of the John Day Highway in Grant County. FAP No. ER-129(2). Five bids were received. The Commission awarded the contract to the low bidder, R. L. Coats, Bend, at \$287,131.

"Grading and paving the Cave Junction Section of the Redwood Highway in Josephine County. State Project. Three bids were received. The Commission elected to accept the low bid of McKenzie Road and Drive-way Company, Eugene, in the amount of \$197,042.60 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Cave Junction is received, the sum of \$57,500 is deposited by the City and necessary right of way clearance is obtained.

"USRS "B" Canal Bridge on Klamath Falls-Lakeview Highway in Klamath County. State Project. Four bids were received. The Commission awarded the contract to the low bidder, Hamilton Construction Company, Eugene, at \$45,639.

"Grading, paving, structure and signing on the Belt Line Road Interchange Section of the Pacific Highway in Lane County. Federal-aid Interstate Highway Project No. I-5-4(54)197. This project was withdrawn from the letting.

"Park facilities in the Ontario State Recreation Area in Malheur County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, C. E. Leseberg, Nyssa, at \$98,507.50.

"Roadside improvement on the East Marquam Interchange Unit of the Pacific Highway in Multnomah County. Federal-aid Interstate Highway Project No. I-5-6(61)302. Four bids were received. The Commission awarded the contract to the low bidder, Baltz and Son Company, Portland, at \$127,750.62.

"Mill Creek Bridge on Harmony Road, FAS 907, in Polk County. Federal-aid Secondary Highway Project No. S-515(2). Six bids were received. The Commission elected to accept the low bid of Ross Bros. Construction, Inc., Salem, in the sum of \$102,179 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 \$23,000 is deposited by the County.

"Roadside seeding and fertilizing on the Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties. State Project. Two bids were received. The Commission elected to accept the low bid of Western Landscaping, Lynnwood, Washington, in the sum of \$13,460 and the State Highway Engineer is directed to award the contract to said bidder as soon as approval of the U. S. Corps of Engineers is received.

"Umatilla River (Westland) Bridge in Umatilla County. Federal-aid Secondary Highway Project No. S-554(1). Eight bids were received. The Commission awarded the contract to the low bidder, Rogers Construction Company, Portland, at \$110,635.

"Grading, stonebase and structure on the Gales Creek (Balm Grove) Bridge Section of FAS 933 in Washington County. FAP No. S-553(1). This project was withdrawn from the bid letting.

"Park facilities in McIver State Park in Clackamas County. State Project. This project was withdrawn from the bid letting.

"Central Oregon Canal (Bend) Bridge on The Dalles-California Highway in Deschutes County. State Project. Six bids were received. The Commission elected to accept the low bid of Mann Construction Company, Inc., Redmond, in the sum of \$39,928 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

"Grading, paving and structure on the Williams Creek (Provolt) Bridge on the Williams Highway in Josephine County. State Project. This project was withdrawn from the bid letting.

"Construction of a bathhouse in Carl G. Washburne State Park in Lane County. State Project. Nine bids were received. The Commission awarded the contract to the low bidder, Robert L. Jensen, North Bend, at \$26,922.

"Construction of a toilet building in Yaquina Bay State Park in Lincoln County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Robert L. Jensen, North Bend, at \$19,706.

"Construction of a toilet building in Lewis and Clark and Starvation Creek State Parks in Multnomah and Hood River Counties. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Mid-State Construction Company, The Dalles, at \$33,249.80.

The Commission also confirmed telephonic approval given September 29, awarding contracts on bids received September 20, and authorized the Secretary to sign contracts on the following projects:

BIDS RECEIVED IN SALEM SEPTEMBER 20, 1966

AWARDS MADE SEPTEMBER 29, 1966

"Park facilities in McIver State Park in Clackamas County. State Project. Eight bids were received. The Commission awarded the contract to the low bidder, Lee Construction Company, Fairview, at \$72,315.

"Park facilities in Sunset Bay State Park in Coos County. BOR Project. Six bids were received. The Commission awarded the contract to the low bidder, Fred Jensen, North Bend, at \$77,830.50.

"Construction of Cove Palisades Marina Concession Building in Cove Palisades State Park in Jefferson County. State Project undertaken in cooperation with the Federal Bureau of Outdoor Recreation. Five bids were received. The Commission awarded the contract to the low bidder, E. E. Steinlicht, Bend, at \$42,723.

"Grading, paving, structure, and signing on the Belt Line Road Interchange Section of the Pacific Highway in Lane County. Federal-aid Interstate Highway Project No. I-5-4(54)197. Eight bids were received. The Commission awarded the contract to the low bidder, Earl L. McNutt Company, Eugene, at \$1,644,896.65.

"Ecola State Park in Clatsop County. State Project. Six bids were received. The Commission awarded the contract to the low bidder, All City Tree and Landscape and Meuser Construction Company, Portland, at \$18,895.

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"Remove toll facilities on the Interstate Bridge (Columbia River) on the Pacific Highway in Multnomah County. State Project. Three bids were received. The Commission awarded the contract to the low bidder, K. G. Bakke Contractor, Portland at \$18,720.

"Grading and paving the Coos Bay-Davis Slough Section of the Oregon Coast Highway in Coos County. State Project. One bid was received. The Commission awarded the contract to the only bidder, Coos Bay Dredging Company, Coos Bay, at \$92,768.

"Grading and paving the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County. State Project. Seven bids were received. The Commission elected to accept the low bid of White Bros. Construction Company, Inc., Walla Walla, Washington, in the sum of \$722,624 and the State Highway Engineer is directed to award the contract to said bidder as soon as necessary right of way is acquired.

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

- (1) Grading and paving the Applegate River-Wilderville Section of the Redwood Highway in Josephine County. Bids received August 18, 1966. Contract No. 6914 awarded August 24, 1966, to Groesbeck-Durbin, Inc., Eugene, low bidder.
- (2) Powder River (McDougall Lane) Bridge on FAS 506 in Baker County. Bids received September 1, 1966. Contract No. 6916 awarded September 9, 1966, to Rogers Construction Company, Portland, low bidder.
- (3) Traffic signal installation at Broadway and Newmark Streets in North Bend, Coos County. Bids received September 1, 1966. Contract No. 6917 awarded September 9, 1966, to Sims Electric, Inc., Roseburg, low bidder.
- (4) Traffic signal installation on Bond Street and Wall Street in Bend on the Century Drive Highway in Deschutes County. Bids received September 1, 1966. Contract No. 6919 awarded September 9, 1966, to Madson and Stokes Electrical Contr., Roseburg, low bidder.
- (5) Grading and paving the Cave Junction Section of the Redwood Highway in Josephine County. Bids received September 1, 1966. Contract No. 6924 awarded September 19, 1966, to McKenzie Road and Driveway Company, Eugene, low bidder.

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- (6) Mill Creek Bridge on FAS 907 in Polk County. Bids received September 1, 1966. Contract No. 6928 awarded September 9, 1966, to Ross Bros. Construction Company, Inc., Salem, low bidder.
- (7) Central Oregon Canal (Bend) Bridge on The Dalles-California Highway in Deschutes County. Bids received September 1, 1966. Contract No. 6930 awarded September 16, 1966, to Mann Construction Company, Inc., Redmond, low bidder.
- (8) Roadside seeding and fertilizing on Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties. Bids received September 1, 1966. Contract No. 6934 awarded September 14, 1966, to Western Landscaping, Lynnwood, Washington, low bidder.

A request from Umatilla County for a Federal-aid Secondary Project and cancellation of an FAS project in Washington County was brought up by the Engineer. The Umatilla County Project has been investigated and is eligible for FAS funds. Following his favorable recommendation, the Commission approved the following projects and authorized the Secretary to sign a routine construction agreement.

County	FAS No.	Section and Description	Programmed Amount	FAS FUNDS
Umatilla	911	Westland Interchange-Hermiston Section, place asphaltic concrete and replace or reconstruct 4 small bridges, (4.7 miles).	\$ 220,000	1967

TOTAL NEW PROJECTS . . . . . \$ 220,000

# CANCELLATION OF PROJECT PREVIOUSLY APPROVED AND TRANSFER OF FEDERAL FUNDS:

Washington	933	Balm Grove (Gales Creek) Bridge	\$ 90,000
		Transfer of Federal Funds to State	\$6,126*
		TOTAL CANCELLATION . . . . .	\$ 90,000
		TOTAL . . . . .	130,000
		Total Federal Funds Transferred	\$6,126

\* \$6,126 equals \$10,000 of total FAS Funds.

SUMMARY BY FISCAL YEARS	1966	1967	Total
Allocated Funds	\$3,952,000	\$3,953,000	\$7,905,000
Approved Projects (Corrected to Date)	\$3,952,000	\$1,740,000	\$5,692,000
Unprogrammed Balance	\$ --	\$2,213,000	\$2,213,000
Projects Proposed 10-6-66	--	\$ 130,000	\$ 130,000
Transfer of FAS Funds to State	--	\$ 10,000	\$ 10,000
Unprogrammed Balance	\$ --	\$2,353,000	\$2,353,000

The Commission confirmed telephonic approval given September 2, 1966, on the following projects to be added to the current State Construction Program:

Highway	Section	M.P.-M.P.	Amount
<u>DIVISION I</u>			
47 Sunset	Dairy Cr.-Banks Jct.	45.3-49.5	41,000
171 Clackamas	Clackamas-Rock Cr.	5.5- 8.2	20,000
171 Clackamas	Deep Cr.-Firwood Rd.	13.9-19.2	55,000
1E Pac. East(Fr.Rd.)	Schmeer Rd.-Marine Dr.	x4.6- 5.8	26,000
<u>DIVISION II</u>			
162 North Santiam	Mehama-Mill City	22.6-29.5	70,000
210 Corvallis-Lebanon	Pacific Hwy.-Lebanon	10.37-17.03	57,000

DIVISION III

242	Powers	White Br.-Powers	17.4-18.5	15,000
241	Coos River	Isthmus Slough-10th Ave.	0.6- 1.3	9,000
225	McVay	Glenwood	0.0- 2.5	18,000

DIVISION IV

			0.5- 5.0)	
41	Ochoco	Redmond-Prineville	10.5-13.0)	50,000
26	Mt. Hood	Hood River Section	103.2-104.0	4,000

DIVISION V

8	Oregon-Washington	Pendleton-Adams	1.9- 9.0	58,000
13	Baker-Unity	Salisbury-Baker	36.8-45.5	33,000
455	Olds Ferry-Ontario	Payette-Ontario	19.6-25.2	51,000

TOTAL COST    \$507,000

The Engineer proposed a project at Oak Point Creek on the Independence Secondary Highway in Polk County. He explained that a relatively sharp curve joins the south end of the Oak Point Creek Bridge and has been the scene of several serious accidents. It was his recommendation that the bridge be replaced with a large culvert as a Minor Betterment item at a cost of \$50,000 and, as a part of the current State Construction Program. The Commission approved the project.

Changes in designated speeds on sections of state highways were presented by the Engineer. Investigation revealed that due to changes in roadside culture and amount of traffic that revisions in designated speeds are required. Following his favorable recommendation, the Commission approved the following speed zones and thereupon adopted "Speed Zone Resolution Nos. 89a and 513 through 516," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) 75 miles per hour on the Old Oregon Trail, between M.P. 166.50 (Junction with Columbia River Highway) and M.P. 187.86 (Stanfield Interchange) in Morrow and Umatilla Counties. This speed zone is to be effective when the highway has been constructed and signs installed. (See "Speed Zone Resolution No. 514.")
- (2) Rescind "Speed Zone Resolution No. 89", which set a 40 mile-per-hour speed zone on the Lower Columbia River Highway in the community of Burlington in Multnomah County. (See "Speed Zone Resolution No. 89a.")

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- (3) 25 miles per hour on Van Buren Street on the Corvallis-Lebanon Highway, from the east city limits of Corvallis to a point 50 feet east of the east end of the Van Buren Street Bridge across the Willamette River in Linn County. This resolution rescinds "Speed Zone Resolution No. 315" adopted March 10, 1960. (See "Speed Zone Resolution No. 513.")

- (4) 50 miles per hour on the Rogue River Highway in Jackson and Josephine Counties, from a point 0.15 mile east of Mt. Baldy Road (M.P. 1.99) to a point 0.25 mile northwest of Depot Street (M.P. 8.56). (See "Speed Zone Resolution No. 515.")

- (5) 70 miles per hour on the Pacific Highway in Multnomah County, from the southerly north city limits of Portland, M.P. X4.51, to the central north city limits of Portland, M.P. X5.18. 50 miles per hour between the northerly north city limits of Portland, M.P. X5.83, and the Washington State Line, M.P. X6.97. Rescind "Speed Zone Resolution No. 472" adopted October 9, 1964. (See "Speed Zone Resolution No. 516.")

Attention was given to a letter from Mr. Gene Kanagy, Administrator of the Lebanon Community Hospital, calling attention to potential traffic hazards caused by shoulder parking along the Santiam Highway near the access drives to the hospital. The Engineer commented that an investigation indicated that a parking prohibition should be placed in effect and he so recommended. The Commission approved the prohibition of parking on the easterly side of the Santiam Highway between M.P. 12.40 and M.P. 12.47 and thereupon adopted "No Parking Resolution No. 262," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission reappointed Mr. Cecil W. Head as Assistant Secretary to the Commission for a four-year term beginning November 1, 1966, and thereupon adopted "Appointment Resolution No. 21b," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A resolution covering the highway extension and redesignation of the Fulton Canyon-Wasco Highway in Wasco and Sherman Counties was presented by the Engineer. The purpose of the resolution, he explained, is to include in the new highway a section of the old Columbia River Highway from Celilo easterly to its junction with the Fulton Canyon-Wasco Highway. The redesignated highway would then extend from Celilo easterly along the old route of the Columbia River Highway and thence southerly and easterly over the Fulton Canyon-Wasco Highway to the city of Wasco, and be known as the Celilo-Wasco Secondary Highway No. 301. The section of the old Columbia River Highway from its junction with the Celilo-Wasco Highway easterly to a junction with the Sherman Highway is to be known as the Celilo-Wasco Highway Spur. The Commission approved the

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redesignation and thereupon adopted "Secondary Highway Designation Resolution No. 70," which resolution by this reference is made a part hereof and filed in the Secretary's Office. The redesignation is to become effective upon completion of the relocated Celilo-Rufus Section of the Columbia River Highway.

An abandonment resolution concerning the Oak Hill-Willamette River Section of the Mapleton-Eugene Highway in Lane County was presented by the Engineer. He recalled that under terms of an agreement dated March 12, 1964, the State was to abandon this section to Lane County and the City of Eugene when the survey was adopted for relocation. The Commission on August 25, 1966, adopted a survey for relocation of the Oak Hill-Interstate 105 Section. The present route is to be used as a detour until the new section is constructed and opened to travel. Approximately 2.7 miles will be abandoned to Lane County and approximately 2.7 miles to the City of Eugene. Based on the Engineer's favorable recommendation, the Commission approved "Abandonment and Retention Resolution No. 417," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission confirmed telephonic approval given September 12, 1966, on two supplemental agreements with Moffatt, Nichol and Taylor concerning foundation work and design on the bridge to be constructed across the Willamette River near Oregon City on Interstate 205. The Engineer explained briefly that because of unsuitable foundation material, the drilling work will overrun approximately 100 percent or an increase of \$25,081. The original agreement provided for preparation of three preliminary designs. Later it was determined advisable, and approved by the Bureau of Public Roads, that a fourth design be prepared. The additional cost for this work is \$4,800. The Commission also confirmed authority for the Secretary to sign both supplementals in their behalf.

An agreement with Jack Jefferies for fencing of 2.66 miles along the right-of-way of the Lakeview-Burns Highway in Harney County was considered. The Engineer commented that this is the usual type of cooperative agreement in which Mr. Jefferies will furnish the labor and wire and the State will furnish the posts. Cost of the posts he estimated at \$900 and recommended that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to an agreement with John Kenneth Decker for his services as consultant in the preparation of the Statewide Comprehensive Outdoor Recreation Plan. Services of Mr. Decker were covered by a prior agreement which ended September 14, 1966. The Bureau of Outdoor Recreation has increased requirements for the recreation plan and additional time will be needed for its completion. The agreement under consideration will extend the time to December 1, 1966, at a cost of \$4,700, half of which is to be reimbursed from Bureau of Outdoor Recreation funds. The Engineer commented that the extended agreement had been approved by telephone by the Chairman on September 14 and he requested confirmation and authority for the Secretary to sign the agreement. The Commission confirmed the action as presented.

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The Commission considered an agreement with the U. S. Coast and Geodetic Survey for a cooperative project to establish horizontal geodetic control on Federal-aid highways in Oregon. The Engineer explained that a similar program has been in effect for several years and the results are valuable to the Highway Department. He recommended continuing the agreement at a cost of \$2,500 for one year through June 30, 1967. The Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement with Douglas County to operate a public park on the right-of-way of the Pacific Highway near the south bank of the North Umpqua River in Douglas County was considered. The Engineer explained that, under previous agreements, the County had been allowed to use State Highway right-of-way in this vicinity for park and boating purposes. A project has been approved by the Bureau of Outdoor Recreation for development of this area, but one of the Bureau's terms required a long term agreement controlling the use of the right of way. The agreement gives Douglas County the right to operate a public park on the right-of-way until April 23, 1985, and provision is made to control vending of all kinds. No access is allowed to the relocated Pacific Highway, but access is allowed to the old highway. The agreement has been approved by the Bureau of Public Roads. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was given to a supplemental throughway agreement with Marion County pertaining to construction of the Woodburn Interchange on the Pacific Highway in Marion County. The agreement provides for conversion of the interchange to full interstate standards and connections to the Hillsboro-Silverton Highway, as well as for county road relocation and construction. A hearing was offered, but no requests were received. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered a supplemental throughway-abandonment agreement with Marion County pertaining to construction of the Fargo Road Interchange on the Willamette River-Hayesville Section of the Pacific Highway in Marion County. This interchange was requested by Marion County. The Engineer stated that under the agreement the State is to construct the interchange and reconstruct county roads and frontage roads in the vicinity. The agreement also provides for abandonment to the County of a portion of the Silver Creek Falls Highway between Lancaster Drive Interchange and Silver Falls Interchange. The County also is to take over the Aumsville-Mehama Highway in its entirety. A hearing was offered, but no requests were received. The Engineer estimated the cost of the project at \$255,000 and recommended its approval. He also requested authority to buy the right-of-way and to start construction when funds are available. The Commission approved the matter as presented and authorized the Secretary to sign the agreement in their behalf.

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A supplemental throughway agreement with the City of West Linn concerning the East Portland Freeway (I-205) in Clackamas County was considered. The Engineer pointed out that the agreement contains the usual provisions for construction of the throughway, interchanges, structures and connections. The State is to relocate and construct various city streets which will be relinquished to the City when the project is complete. He also mentioned that this agreement is the first of seven agreements with other governmental units on the I-205 Route and is a long step in clearing the way for acquisition of right-of-way and preparation of plans in West Linn. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to a supplemental throughway agreement with Oregon City concerning the East Portland Freeway (I-205) in Clackamas County. The agreement provides for construction of the throughway, its interchanges, structures and connections. The State is to relocate and reconstruct various city streets which will be relinquished to the City when the project is completed. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement for them.

Commissioner Fridley inquired if the access problems to the Willamette and Clackamas Rivers have been worked out. The Engineer replied that in his opinion a satisfactory solution had been reached.

The Commission considered a supplemental throughway agreement with the City of Gladstone concerning the Gladstone Unit of the East Portland Freeway (I-205) in Clackamas County. The Engineer mentioned that the agreement provides for highway construction, structures, ramps, frontage roads, street closures and other matters. The City is to assume jurisdiction of streets reconstructed. Based on his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

A cooperative construction-finance agreement with the City of Portland regarding storm sewer relocation on N. W. 16th Avenue and N. W. Hoyt Street along the Stadium Freeway in Portland was presented by the Engineer. The State is to relocate and construct a larger size sewer pipe than now exists. Replacement of the existing pipe, he estimated, would cost approximately \$59,860 while replacement with the larger size is estimated to cost \$104,900, a difference of \$45,040 or 42.94 percent of \$104,900. The City is to pay 42.94 percent of the actual cost and the State is to pay the balance. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

Consideration was given to a permit agreement with the City of Medford for the use of air space under the Bear Creek Viaduct on the Pacific Highway in Medford. The Engineer stated that the agreement gives the City of Medford the right to construct and maintain parking facilities under the "Viaduct" within the City. The City is to be allowed ten years' free use of the property to offset construction costs; however, the

agreement contains a 90-day cancellation clause in the event the property is required for highway purposes, or if the City's use of it interferes with operation of the highway. It was the Engineer's recommendation that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission considered an agreement with the State Game Commission concerning a statewide "fisherman access study" as a phase of the Statewide Comprehensive Outdoor Recreation Plan. The Engineer explained that under the agreement the Game Commission is to pay the cost of the project and seek 50 percent participation, approximately \$35,150, from the Bureau of Outdoor Recreation. No State highway funds will be obligated. He mentioned that this is the first request for a BOR project by other than the State Highway Department. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was given to an agreement with the City of Ontario for payment of an extension of the City water main and a continuous supply of water to the Ontario State Recreation Area near the North Ontario Interchange on the Old Oregon Trail in Malheur County. The City is to install approximately 3,200 feet of 6 inch pipe. The State is to reimburse the City for the cost of installation up to \$6,000. The Agreement covers a period of ten years beginning October 6, 1966. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission considered an agreement with the City of Portland for the replacement of traffic signal controllers at S. W. Barbur Boulevard and S. W. Hamilton Street on the Pacific Highway West; at the intersection of N. E. 39th Avenue and N. E. Senate Street on the Columbia River Highway; and at S. E. Powell Boulevard, S. E. Foster Road, and S. E. 50th Avenue on the Mt. Hood Highway. The City is to install the signal controllers, pay one half the cost of installation and furnish all maintenance and electrical energy. The Engineer estimated the total cost of the project at \$10,600, of which the State is to pay one half from Minor Betterment Funds. It was his recommendation that the agreement be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

An agreement with Parsons, Brinckerhoff, Quade and Douglas to prepare plans and specifications for the Fremont Bridge on the Stadium Freeway (I-405) in Portland was considered. The Engineer recalled that on September 16 the agreement had been discussed with Chairman Jackson who gave his verbal approval. Approval was given by Commissioner Simpson on September 19 and by Commissioner Fridley on September 21. The contract is limited to an expenditure of \$650,000 and has been approved by the Bureau of Public Roads. The Commission confirmed approval of the agreement and authority for the Secretary to sign the agreement in their behalf.

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The Engineer stated that there had been numerous suggestions to reduce and adjust the toll schedules for the Astoria Bridge on the Oregon Coast Highway in Clatsop County. It was his opinion that to secure an unbiased study a firm of consulting engineers should be retained to analyze the current and potential traffic over the bridge, and to recommend an optimum toll schedule which would render the greatest benefit to the States of Oregon and Washington. He recommended hiring the firm of Wilbur Smith and Associates, Inc., who have agreed to perform the study and complete a report by December 31, 1966, for a fee of \$17,000. Chairman Jackson stated that the study should consider economic development on both sides of the river, and that the schedule of tolls should be such as will encourage traffic and development of the adjoining areas on a long term basis. Also the toll schedule should encourage the movement of goods and people across the bridge. He inquired if those conducting the study are to contact the State of Washington regarding the development of highways in Washington which would affect the bridge. In reply to the latter question, the Engineer stated that the State of Washington is considering a connecting road to the Olympia area but he did not know when it would be constructed. The Commission confirmed the agreement, which was verbally approved on September 23, and authorized the Secretary to sign it for them.

The Commission confirmed prior telephonic approval of an agreement with the Bureau of Public Roads and the Portland General Electric Company covering a power line adjustment on the Clackamas Highway in Clackamas County. The Commission also confirmed authority for the Secretary to sign the agreement for them.

Attention was given to an agreement with the Idaho Board of Highway Directors pertaining to construction of a second bridge across the Snake River at Ontario in Malheur County. The Engineer explained that the agreement provides for construction at a cost of approximately \$650,000 to be shared equally between the two States. Approach construction and right of way acquisition is to be paid for by each State. The bridge is to be maintained by the State of Oregon and the State of Idaho is to reimburse Oregon for 50 percent of the cost. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

An agreement with Bonneville Power Administration for the relocation of a two-pole structure and related work caused by highway construction on the Orleans Road-Calapooia River Section of the Corvallis-Lebanon Highway in Linn County was considered. Cost of the work, the Engineer said, is estimated at \$5,900 which amount is to be placed in trust with the Bonneville Power Administration. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was given to an agreement with Oregon Electric Railway Company for the adjustment of its facilities, reconstruction of a grade crossing and future maintenance required by highway construction on the Orleans Road-Calapooia River Section of the Corvallis-Lebanon

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Highway in Linn County. The State is to reimburse the Railroad for its work on the project, which the Engineer estimated would cost \$12,732. The Railroad is to maintain its facilities, including the signals, and the State is to maintain the roadbed, including the asphaltic concrete between the rails. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission considered a cooperative finance-abandonment agreement with Multnomah County and the City of Portland pertaining to the North Albina Avenue-North Oregonian Avenue Project on North Columbia Boulevard in north Portland. The Engineer stated that Multnomah County is to prepare plans and specifications, acquire right of way, furnish engineering, establish the route as a county throughway and maintain the project. The City is to relinquish North Columbia Boulevard to Multnomah County and is to relocate all city owned utilities. Also included in the agreement is the abandonment of a portion of the Swift Highway to Multnomah County. The total estimated cost is \$2,540,000. In addition to FAS Funds, the State is to contribute \$600,000, which is to be deposited with the County on the basis of \$200,000 per year for three years. It was the Engineer's recommendation that the agreement be approved and the Secretary authorized to sign it. The Commission accepted his recommendation.

An agreement with Control Data Corporation of Palo Alto, California, for computer services in the conduct of urban transportation studies was considered. The Engineer commented that the services will pertain initially to the Corvallis area and the Roseburg-Winston area transportation studies. He estimated cost of the contract at \$8,000 from October, 1966, to December, 1967. The contract has been approved by the Bureau of Public Roads using planning funds. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Attention was given to a throughway agreement with the City of Forest Grove pertaining to the Forest Grove (bypass) Section of the Tualatin Valley Highway in Washington County. The agreement provides for construction of the throughway and its connections, reconstruction of various frontage roads or streets, street closures, parking restrictions, utility relocation and other matters. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was given to an agreement with Herman Adalist & Associates for making tests and inspections of steel fabrication outside the State. This agreement, the Engineer commented, is in connection with Contract No. 6832 on the N. W. Johnson Street-S. W. Montgomery Street Section of the Stadium Freeway in Multnomah County. Expenditures under the agreement are limited to \$2,927, and it has been approved by the Bureau of Public 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 also considered an agreement with Herman Adalist & Associates to make tests and inspections on structural steel to be used in the construction of the Bolon Island-Jack Franz Slough Section of the Smith River Road in Douglas County. The Engineer explained that fabrication of the steel is to be performed in Seattle, Washington. Cost of the work is not to exceed \$4,011. 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 Wasco County transferring to the State a county bridge located on The Dalles-California Highway spanning the former Columbia River Highway and the Union Pacific Railroad near Threemile Creek. The County is responsible for repair work on the structure, which they have asked the State to do, and for which the County will pay. The Commission accepted the Engineer's recommendation for approval, and authorized the Secretary to sign the agreement in their behalf.

An agreement with Cole and Weber, Inc., pertaining to publication services and advertising for tourist promotion was presented by the Engineer. He mentioned that the revised agreement provides services essentially the same as the agreement that expired June 30, 1966. The agreement also provides for payment to Cole and Weber, Inc., for special services estimated to cost not more than \$3,000 per year. The Commission approved the agreement as recommended by the Engineer and authorized the Secretary to sign it for them.

An agreement with the Washington State Highway Commission covering maintenance and operation costs of the two bridges across the Columbia River between Portland and Vancouver on Interstate 5 was presented by the Engineer. This maintenance agreement obligates each of the States to share equally the maintenance and operation costs when sufficient revenues have been received to retire the bonds issued and when tolls have been removed. Oregon is to perform these functions and bill the State of Washington for its share. The Commission approved the agreement as recommended by the Engineer.

A cooperative agreement with the Bureau of Public Roads covering construction of a section of the Mt. Hood Highway from the Warm Springs Junction to a point northerly of White River in Clackamas and Hood River Counties was brought up by the Engineer. The project is 5.2 miles in length and is on the current Forest Highway Program; however, the estimated cost is approximately \$400,000 in excess of available Forest Highway funds. It was the Engineer's recommendation that the Commission provide \$400,000 of State funds to finance the project. The Commission approved the project and the financing as recommended.

The meeting was recessed at 10:30 a.m. and reconvened at 10:55 a.m. with the same persons present.

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

"Bargain and Sale Deed" to Clyde Ramsey covering land on the Huntington Junction-Olds Ferry Section of the Old Oregon Trail in Malheur County.

"Bargain and Sale Deed" to Brooks-Scanlon, Inc. covering land on the Bend-Lava Butte Section of The Dalles-California Highway in Deschutes County.

"Indenture of Access" to Georgia-Pacific Corporation property on Elbow Point Section of Coos Bay-Roseburg Highway in Coos County.

"Indenture of Access" to Verne and Hilma Redmon property on Duncan Road-Sandy Section of Mt. Hood Highway in Clackamas County.

"Indenture of Access" to Eleanor M. and John R. Johnson property on Burnside-Big Creek Section of Columbia River Highway in Clatsop County.

"Indenture of Access" to Gunnar and Esther Lind property on Burnside-Big Creek Section of Columbia River Highway in Clatsop County.

"Indenture of Access" to Earl T. and Lola M. Steagall property on Canyon City-Seneca Section of the John Day-Burns Highway in Baker County.

"Fence Agreement" with Jack Jefferies covering fencing of State right of way on the Lakeview-Burns Highway in Harney County.

"Agreement" with John Decker covering assistance as a consultant for the preparation of the Statewide Comprehensive Outdoor Recreation Plan.

"Agreement" with the U.S. Coast and Geodetic Survey covering continuation of a cooperative project in order to establish horizontal geodetic control along federal-aid highways in Oregon.

"Agreement" with Douglas County covering the right to operate a public park on right of way of Interstate 5 in vicinity of south bank of North Umpqua River in Douglas County.

"Supplemental Throughway Agreement" with Marion County covering construction of Woodburn Interchange on Willamette River-Hayesville Section of Pacific Highway in Marion County.

"Supplemental Throughway Abandonment Agreement" with Marion County covering construction of Fargo Road Interchange on Willamette River-Hayesville Section of Pacific Highway in Marion County.

"Supplemental Throughway Agreement" with the City of West Linn covering the West Linn Unit of the Pacific Highway-Washington State Line Section of East Portland Freeway (I-205) in Clackamas County.

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"Supplemental Throughway Agreement" with City of Oregon City covering the Oregon City Unit of the Pacific Highway-Washington State Line Section of East Portland Freeway, I-205, in Clackamas County.

"Supplemental Throughway Agreement" with the City of Gladstone covering the Gladstone Unit of Pacific Highway-Washington State Line Section of East Portland Freeway (I-205) in Clackamas County.

"Cooperative Construction Finance Agreement" with City of Portland covering storm sewer relocation on N.W. 16th Avenue and N. W. Hoyt Street along N. W. Johnson-S. W. Montgomery Section of the Stadium Freeway in Multnomah County.

"Permit Agreement" with City of Medford covering use of air space under Bear Creek Viaduct on the Pacific Highway in Jackson County.

"Agreement" with the State Game Commission covering Fisherman Access Study a phase of the Statewide Comprehensive Outdoor Recreation Plan.

"Agreement" with City of Ontario covering water use of the Ontario State Recreation Area in Malheur County.

"Agreement" with City of Portland covering replacement of traffic signal controllers at the following locations: S. W. Barbur Boulevard and S. W. Hamilton Street; N. E. 39th Avenue and N. E. Senate Street; and S. E. Powell Boulevard and S. E. Foster Road and S. E. 50th Avenue in Multnomah County.

"Agreement" with Wilbur Smith and Associates, Inc. to analyze the current and potential traffic over the Astoria Bridge and to recommend and optimum toll schedule.

"Agreement" with Idaho Board of Highway Directors covering construction of an additional bridge across the Snake River between Oregon and Idaho on the Ontario Spur.

"Trust Agreement" with Bonneville Power Administration covering the Orleans Road-Calapooia River Section of the Corvallis-Lebanon Highway in Linn County.

"Construction Agreement" with Oregon Electric Railway Company covering the Orleans Road-Calapooia River Section of the Corvallis-Lebanon Highway in Linn County.

"Cooperative Finance-Abandonment Agreement" with Multnomah County and City of Portland covering North Albina Avenue-North Oregonian Avenue Project on North Columbia Boulevard in Multnomah County.

"Agreement" with Control Data Corporation of Palo Alto, California for computer services required in the conduct of urban transportation studies.

"Throughway Agreement" with City of Forest Grove covering the Forest Grove Section of the Tualatin Valley Highway No. 29 in Washington County.

"Agreement" with Herman Adalist and Associates covering tests and inspections of steel fabricated outside the State of Oregon in connection with Contract 6832, N. W. Johnson Street-S. W. Montgomery Street Section of Stadium Freeway.

"Agreement" with Herman Adalist and Associates covering tests, inspection and reports of the structural steel to be used on the construction of the Bolon Island-Jack Franz Slough Section of Smith River Road in Douglas County.

"Agreement" with Wasco County transferring to the State a county bridge located on The Dalles-California Highway east of The Dalles, spanning the former Columbia River-Highway and the Union Pacific railroad near Threemile Creek.

"Agreement" with Cole and Weber covering publication services and advertising for tourist promotion.

"Agreement" with Washington State Highway Commission covering the maintenance and operation costs of the second bridge across the Columbia River between Portland and Vancouver on Interstate 5.

"Project Agreement" with U. S. Bureau of Public Roads supplying \$400,000 of State funds in order to finance the work on a section of the Mt. Hood Highway from Warm Springs Junction to a point north-erly of White River in Clackamas and Hood River Counties.

A delegation from the city of Wasco came before the Commission concerning location of the Sherman Highway in the city. The following people were present: Mayor David Richelderfer, Phil O. Mearo, Bob Nisbet, and L. Hastings. Mayor Richelderfer introduced the delegation and stated that the relocation of the highway should not bypass the city of Wasco. Concerning abandonment of the railroad right of way, he stated that he has no definite knowledge on this, but he felt it would be only a matter of time until the right of way would be available for straightening of the highway. He mentioned that freight haulers have written letters saying that they have no particular problems in going up or down the hill, and construction of a third lane on the hill would greatly relieve any passing problem. He also mentioned that several fires in the area had been turned in by travelers. If the highway bypasses the City, this would not be possible. The Chairman inquired as to the amount of traffic on this highway in the Wasco area. The Engineer replied that the volume averages about 1,200 vehicles per day, most of which is through traffic. The Chairman then inquired as to what proportion of business in Wasco is obtained from through traffic. Mayor Richelderfer read from a list of businesses in Wasco as to the expected effect that bypassing of the highway would have on them. Among others, he mentioned that six businesses had indicated that they would probably have to close up. Service stations

and taverns indicated that they would be hardest hit by the proposed bypass. Some indicated no effect on business, others a possible reduction of 40 percent. The Chairman commented that among other things the commission has to consider cost of highway construction and its economic value to the traveling public. He mentioned that experience has shown in most instances that bypassing of cities is not detrimental on an overall basis. No decision, he said, has been made and the Commission will give full consideration to the delegation's request.

Commissioner Fridley inquired as to the approximate cost of constructing a 1.6 mile section of highway in this vicinity. The Engineer replied that it would be approximately \$400,000. Commissioner Fridley requested that a cost estimate be made on a section west of Wasco utilizing the old railroad grade.

A delegation from the City of Coos Bay appeared before the Commission regarding reconstruction of Ocean Boulevard (Empire-Coos Bay Highway). The following people were present: Mayor William Morin, Pat Rooney, Jr., Representative James Bedingfield, and Walt Barhan. Rep. Bedingfield introduced the other members of the delegation and inquired of the Commission as to the status of the project so that the City could set up the necessary funds in their budget. From information they have, he said it appears that the city share would be something over \$90,000, and the City can handle an amount near this figure. The Chairman stated that the estimated cost of a 1.1 mile section from Central Avenue to Woodlawn Drive is \$350,000. It is planned to do this work in 1967 provided the Legislature does not deplete highway funds. Rep. Bedingfield stated that the City is willing to undertake necessary acquisition of right of way and deduct the cost from the City's obligation. The Chairman suggested that further details on the project be settled at the department level.

The Commission approved a resolution authorizing the State Highway Engineer, or his designated Assistant, to sign project proposals, requests for obligation of funds, status reports, project agreements, and monthly billings in connection with the Bureau of Outdoor Recreation program. (See "Authorization Resolution No. 39".)

Settlement of a claim made by Kuckenberg Construction Company, Inc., on Contract No. 5999 on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties was discussed. The Engineer stated that the contractor had made a claim in the amount of \$300,904.35, some parts of the claim had merit and others did not. After negotiation over a period of several months, an agreement was reached with the contractor by which he would release all claims against the contract and accept a settlement of \$45,000. The Commission approved the settlement as recommended by the Engineer.

The matter of releasing the five percent bid bond submitted by C. B. Construction Company on the Harney County Line-Chimney Creek Section of the Central Oregon Highway in Malheur County was discussed. Bids for this project were received March 10, 1966. The contractor later asked to be released from the five percent bid bond as he claimed

that an honest mistake had been made in his bid. Although the evidence indicated that an honest mistake had been made, the attorney for the contractor, to avoid litigation, had offered to pay the sum of \$500 in lieu of five percent of the bid or \$7,346.61. The Commission was advised that the Supreme Court has ruled that a public body is not entitled to profit by a bidder's mistake. If there was an honest mistake and it was promptly called to attention, no liability rests on the bidder. In view of this information, the Commission ordered the bid bond released.

The Engineer reported that \$996,092 is available for the fiscal year 1967 under the Highway Beautification Program. These funds are provided by the Federal Government and no State matching money is required. The Commission approved the following beautification program:

#### HIGHWAY BEAUTIFICATION ACT PROJECTS

Highway	M.P.	Description	Costs		Total
			Acquisition	Develop.	
I-80 N	25.3 to 25.84	Rock escarpment south of R.R. west of Bridal Veil	4,830		4,830
I-5	14.0 to 14.9	Acquire wooded strip north of Norwood Rd. on right	49,450		49,450
Lower Columbia	9.1 to 9.6	Planting Portland West City Limits- St. Johns Br. Sec.		28,750	28,750
Pacific East	14.9 to 17.8	Acquire wooded hill- side easterly of highway	34,500		34,500
TOTALS			88,780	28,750	117,530

#### DIVISION 11

* Salmon River	15.63 to 15.79	Wooded strip joining two sections of VanDuzer Corridor	124,545		124,545
* Willamina- Salem	26.6	Landscape Salem to Independence Jct.		69,000	69,000
Salem- Dayton		Landscape Edgewater Rd. Section (Part)	50,000	50,000	100,000
TOTALS			174,545	119,000	293,545

\* Approved '66 program. Deferred to '67

## (Highway Beautification Act Projects - Cont.)

## DIVISION 111

Highway	M.P.	Description	Costs		Total
			Acquisition	Develop.	
* Coast	180.1 to 181.3	Sea Lion Caves to Berry Cr. Ocean view & wooded strip	86,250		86,250
* I-5		Isolated parcel between State, Federal & R.R. R/W	868		868
* Coast	319.02	Construct water system, flush toilets, decel. lane (Ophir)		40,250	40,250
Umpqua	2. to 16.5	Intermittent strips between Hwy. & river from Reedsport to Scottsburg	172,500		172,500
TOTALS			259,618	40,250	299,868

\* Approved by BPR 1966 program, deferred due to lack of funds

## DIVISION 1V

I-80N	57.02	Acquire parcel on east side Mitchell Pt. to eliminate quarry	4,600	2,300	6,900
Central Oregon	42.8	Modernize Brothers S.R.A.		60,260	60,260
Central Oregon	103.	Acquire land & develop rest area opposite Suntex Maintenance Station	2,300		2,300
Fremont	156.3	Acquire site for rest area near State Line (Info Center)	10,350		10,350
Warm Springs	107.5	Deschutes River frontage Trees, fishing access	28,750		28,750
TOTALS			46,000	62,560	108,560

October 6, 1966

## (Highway Beautification Act Projects - Cont.)


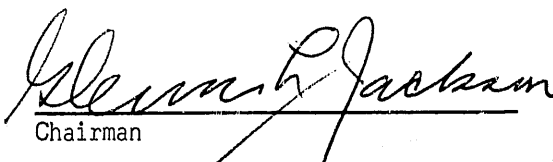
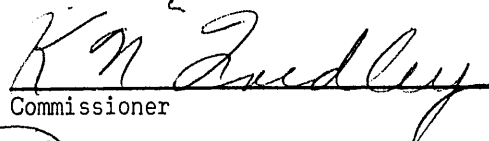

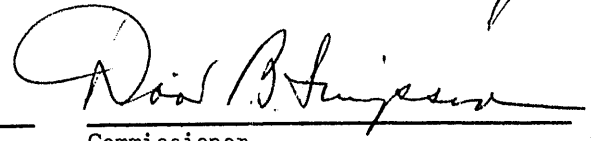
## DIVISION V

Highway	M.P.	Description	Costs		Total
			Acquisition	Develop.	
Wallowa River	34 to 42	Intermittent strips on southerly side through Wallowa River canyon	177,570		177,570
Central Oregon	215.2	Rest area site along Malheur River		690	690
TOTALS			178,260		178,260

The Commission discussed modification of the Green Springs Highway between the Pacific Highway and Ashland and requested an estimate of cost for constructing a grade crossing of the Southern Pacific Railroad with proper warning devices.

The Commission discussed the recommendation of the engineering firm of Gray-Osborne-Lochner concerning Interstate 82 as contained in their report. Also discussed was the probability that US12 will not be established within the boundary of Oregon. The Commission stated that as a condition of their approval of any route for I-82, permission must be obtained from the State of Washington for the erection of an I-80N sign in the Wallula area.

There being no further business to consider, the Chairman adjourned the meeting at 11:25 a.m.

 State Highway Engineer	 Chairman
	 Commissioner
 Secretary	 Commissioner

October 6, 1966

Salem, Oregon  
November 22, 1966

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  
Tom Edwards, Assistant State Highway Engineer  
Lloyd Shaw, Assistant State Highway Engineer  
Fred Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
George Rohde, Chief Counsel  
Frank McKinney, Assistant Counsel  
David Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were Ted Dec, representing the Division Office of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Park Superintendent; John Oakes, Assistant Right of Way Engineer; K. A. Chatwood, Administrative Right of Way Agent; and John Earley, Information Officer.

The Right of Way Engineer presented for consideration a list of options, pages 1 through 66, secured for acquisition of real property needed for state highway use or other purposes. The amounts offered, he said, are based upon careful appraisals and are in order for Federal-aid. 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 confirmed closing the options which had been sent to them for approval since the last Commission meeting. They also approved those options submitted for the first time at this meeting, and thereupon adopted "Right of Way Resolution No. 37," 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 of buildings was presented by the Right of Way Engineer. He mentioned that miscellaneous sales from September 23 to November 14, 1966, amounted to \$7,470; land sales \$17,650; and timber sales \$4,420.58. Rental receipts for the month of September were \$11,198.79 and for October \$11,831.09. The Commission accepted the report.

November 22, 1966

Authority was requested by the Right of Way Engineer to offer at public sale 1.85 acres of excess land, File No. 3595, between Engineer's Stations 150+50 and 154+00 on the John Day-Burns Highway in Harney County. This property is located just north of the junction of the Central Oregon and the John Day-Burns Highways. Minimum consideration is \$750 and no access is to be allowed to the John Day-Burns Highway. The sale is subject to signboard and junkyard exclusion clauses. The Bureau of Public Roads is not involved. The Commission authorized the sale.

Direct sale of two parcels of property no longer needed for highway purposes was recommended by the Right of Way Engineer. The Bureau of Public Roads is not involved in either of these sales. The Commission approved the following sales:

- (1) Geer property, File No. 37227, on the west side of the Floras Creek Section of the Oregon Coast Highway in Curry County was acquired from Herbert and Ethel Geer. The original right of way line was one foot from their house. The line however was moved away and the property declared excess. He recommended that a parcel of 1,100 square feet be sold to the original owners for \$130. The sale is to be subject to signboard and junkyard restriction clauses. One 35 foot access, unrestricted as to use, is to be allowed at Engineer's Station 717+60.
- (2) A parcel of land containing 0.70 acre approximately 600 feet southeast of the Bucks Corner Interchange on the Hermiston Highway in Umatilla County, he recommended be deeded to Umatilla County. The property was acquired from Umatilla County in 1936 for the sum of \$1, and it is proposed that the property be deeded to the County for the same consideration subject to signboard and junkyard restriction clauses.

"Indentures of Access" providing for changes in location and widening of points of access were presented by the Right of Way Engineer. He commented that the proposed changes are for the protection of the traveling public and for the benefit and convenience of the property owners. The Commission approved the following "Indentures":

- (1) Cross property, File Nos. 24446 and 24651, for a change in location and widening from 20 to 35 feet of one unrestricted point of access on the easterly side of the Redwood Highway, approximately one mile south of Cave Junction in Josephine County. Approval by the Bureau of Public Roads was given September 16, 1966.

November 22, 1966

- (2) Gary property, File No. 36242, for a change in location of one point of unrestricted access, 35 feet in width, on the easterly side of the Alsea Highway, approximately 6 miles northeasterly from Alsea in Benton County. Approval by the Bureau of Public Roads is not required.
- (3) Oja property, File No. 34591, for a change in location of one unrestricted point of access, 35 feet in width, on the northerly side of the Mt. Hood Highway just west of Sandy in Clackamas County. Approval by the Bureau of Public Roads was given July 5, 1966.
- (4) Schucking property, File No. 36000, for a change in location of one unrestricted point of access, 35 feet in width, on the northerly side of the Willamina-Salem Highway, approximately  $3\frac{1}{2}$  miles west of Salem in Polk County. Approval by the Bureau of Public Roads is not required.
- (5) Berger property, File No. 35188, for a change in location of one unrestricted point of access, 35 feet in width, on the southerly side of the Corvallis-Lebanon Highway, approximately 3 miles east of Corvallis in Linn County. Approval by the Bureau of Public Roads is not required.
- (6) Ingalls and Turner property, File 34387, for a change in location and widening to 35 feet of one unrestricted point of access on the northerly side of the Redwood Highway, approximately 8 miles south of Grants Pass, in Josephine County. The access is on an active State contract and the approach will be constructed at State expense. Approval by the Bureau of Public Roads is not required.

A Grant of Access to the Bonneville Power Administration on The Dalles-California Highway in Wasco County was brought up by the Right of Way Engineer. The access is proposed on the easterly side of The Dalles-Eight Mile Creek Section of the highway at Engineer's Station 67+39. Under terms of the grant, the Bonneville Power Administration is to pay to the State the sum of \$32,000. Following the Right of Way Engineer's favorable recommendation, the Commission approved the access.

The Commission also considered a proposed Access Road Easement to Bonneville Power Administration across a portion of Tugman State Park on the Oregon Coast Highway in Douglas County. The Right of Way Engineer stated that the B. P. A. had requested the easement in order to service their power line. The proposed easement will do no harm to the park, and he recommended that it be granted without charge. The Commission approved the easement.

November 22, 1966

Consideration was given to a Relinquishment of Title and Grant of Easement to Multnomah County for road purposes on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County. The Right of Way Engineer explained that at the June 2, 1966, meeting the Commission had conveyed to the County 0.10 acre in fee and a 0.445 acre easement for the widening of 35th Avenue adjacent to the Baldock Maintenance Station. The County has changed its design and has asked that the previous action be superseded by this conveyance which provides for 0.16 acre in fee and 0.747 acre easement. Following the Right of Way Engineer's favorable recommendation, the Commission approved the transaction as presented.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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 Department 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. 2345 through 2367", which resolutions by this reference are made a part hereof and filed in the Secretary's Office. (For additional information, see the Chief Counsel's letter dated November 21, 1966, regarding Recommendations for Condemnation in the Salem Office, General Files.)

A report on cases tried in court was presented by the Chief Counsel. He mentioned that the total amount asked by the owners was approximately \$561,000. Offers by the State totaled \$246,000 and verdicts rendered totaled \$308,000 or approximately 25% above the offers. 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-4921 Thomas C. Gannon, et al.	Baker	Old Oregon Trail	Oxman- Benson Creek	\$ 700.00	\$15,000.00	\$ 7,500.00
L-4907 George N. Speropulos, et. al.	Baker	Farewell Bend State Park		JUDGMENT OF VOLUNTARY NON-SUIT TAKEN		
L-4984 Ludwig J. Hitz, et al.	Clackamas	Pacific	Hayesville Jct.- Wilsonville Jct.	36,000.00	99,684.00	45,089.00

November 22, 1966

#### (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-5055 Roy K. Ferguson, et al.	Columbia	Columbia River	Delena- Rainier	\$ 8,000.00	\$13,000.00	\$11,500.00
L-5051 G. N. Barclay, et al.	Deschutes	The Dalles- California	Bend- Lapine	600.00	1,500.00	1,250.00
L-4704 Whiting F. Martin, et ux.	Douglas	Pacific	Canyonville- Josephine County Line	10,350.00	55,000.00	40,000.00
L-4919 Mary Christina Zimmerlee, et al.	Jackson	Crater Lake	Shady Cove Bridge	1,210.00	12,500.00	4,650.00
L-4903 Irene Keppinger, et ux.	Mult.	Pacific	Harbor Dr.- Barbur Blvd.	500.00	800.00	500.00
L-5059 Pacific Power and Light Co., et al.	Mult.	Stadium Freeway	Fremont Interchange- Marquam Bridge	23,000.00	23,000.00	23,000.00
L-4945 Portland General Electric Co., et al.	Mult.	Pacific	East Bank Freeway	107,265.00	212,000.00	110,000.00
L-4898 Mt. Harris Sportmen's Club	Union	Wallowa Lake	Grande Ronde River	1,160.00	3,450.00	2,000.00
L-4954 Ralph Coan, et al.	Washington	Beaverton- Tigard	Sunset Hwy.- Pacific Hwy.	53,400.00	76,000.00	59,000.00

November 22, 1966



## (Report of Condemnation Cases Tried - Cont.)

Case	County	Highway	Section	State's Offer	Defendant's Demand	Verdict
L-5062 George Gamble, et al.	Columbia	Columbia River	Delena-Rainier	\$ 3,975.00 including fencing	\$ 9,000.00	\$ 3,700.00 excluding fencing

(For additional details, see the Chief Counsel's letters dated November 16 and 21, 1966, concerning cases tried in the Salem Office, General Files.)

The Chief Counsel also presented a report concerning cases settled out of court. He mentioned that the total of the settlements over the total appraised values was approximately 2.9% and, in his opinion, all of the settlements are in proper order for Federal aid. The Commission approved the settlements, summarized as follows:

REPORT OF CONDEMNATION CASES SETTLED

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-5124 Harold H. Ruppert, et al.	Lane	McKenzie	19th Street-City Limits	\$ 600.00	\$ 1,000.00
(Appraisal revised from \$1500 to \$2500 per acre.)					
L-5113 William E. Ellingsworth, et al.	Linn	Santiam	Sweet Home-Foster	1,750.00	1,900.00
L-5001 Alvin Hamlin, et al.	Clackamas	Clackamas	Pacific Hwy. East-Cascade Hwy.	14,690.00	23,000.00
(Review Appraisal 22,500.00)					
L-4877 Ruby Caudill	Coos	Coos Bay-Roseburg	Rink Creek-Myrtle Point	5,465.00 for 6.8 ac.	7,000.00 for 8.2 ac.
L-4823 William R. Montague, et al.	Clackamas	Pacific	Wilsonville Interchange	2,200.00	3,500.00
(\$3,900.00 Revised review appraisal)					
L-5130 Leslie E. Nelson, et al.	Clackamas	Clackamas	Pacific Hwy. East - Cascade Hwy.	15,250.00	16,000.00

November 22, 1966

## (Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-4874 Elmer E. Benham, et al.	Coos	Coos Bay-Roseburg	Rink Creek-Myrtle Point	\$ 2,076.00	\$ 2,750.00
(Appraisal revised to \$2600 because of grade change.)					
L-5040 Paul Victor McElwain, et ux.	Coos	Bandon State Park		1,000.00	1,750.00
(\$1,400.00 Review appraisal)					
L-4699 Francis M. West, et ux.	Douglas	Pacific	Canyonville-Josephine County Line	300.00	900.00
(Owners claim the 3 acres being taken has a highest and best use for sale of gravel for road building. Trial strategy would seem to require a settlement of present case so as not to create a precedent which may be used against State in later trial involving much greater sum of money.)					
L-4635 Cecile McAllister, et al.	Lane	McKenzie	Blue River-Mill Creek	600.00	1,200.00
(The McKenzie River, during flood, crosses this property and owners claim the change in grade will cause greater flood damage. Such claims can only be refuted by technical engineering data which is oftentimes disregarded by a jury.)					
L-5164 Walter B. Gillespie, et al.	Lane	Springfield-Creswell	Coast Fork Willamette River Bridge-Creswell Interchange	500.00	750.00
L-5100 James V. Sheridan, et al.	Linn	Santiam	Sweet Home-Foster	125.00	225.00
L-4914 Hughie P. Jennings, et al.	Jackson	Crater Lake	Biddle Road-Camp White	720.00	2,000.00
(Second appraisal obtained and reviewed at \$1,450. This taking is in one of the most rapidly increasing property value areas of State where previous trial results have been extremely unfavorable to State.)					

November 22, 1966

## (Report of Condemnation Cases Settled - Cont.)

Case	County	Highway	Section	State's Offer	Amount of Settlement
L-5061 John Zottleder, et al.	Clackamas	Beaverton-Tigard	Sunset Hwy.- Pacific Hwy.	\$ 6,550.00	\$ 6,750.00
L-4233 Fisch-Or, Inc. et al.	Mult.	Stadium Freeway	Fremont Inter-change-Marquam Bridge	300,000.00	330,000.00
(Case tried in 1963. Awarded \$307,000. Verdict appealed to Supreme Court which ordered a new trial. Review appraisers have set \$320,000 as fair market value.)					
L-5073 Crown Zellerbach Corp., et al.	Clatsop	Sunset	Little North Fork-Nehalem River-Humbug Summit	24,225.00	24,575.00
L-5078 Floyd C. Anderson, et al.	Multnomah	Columbia River	Burlington Sauvies Island Bridge	650.00	1,000.00
L-5148 Basseal Mason, et al.	Multnomah	Pacific	North Portland Harbor-North Russell Street	6,000.00	6,450.00
L-4995 John D. Hare, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	5,000.00	7,500.00
L-4900 Donald R. Meier, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	4,500.00 (plus interest)	4,500.00 (plus interest)
(L-4995 and L-4900 - Combined review appraisal \$11,200)					
L-5014 George Choban, et al.	Washington	Sunset	Cornelius Pass Road-Multnomah County Line	11,600.00	13,000.00
L-4985 Phillip E. Yergen, et al.	Clackamas	Pacific	Hayesville Jct.- Wilsonville Jct.	22,200.00	25,000.00
(Revised review appraisal \$22,600. This settlement represents a more favorable result than the jury verdict in SHC vs. Hitz, L-4984, recently tried.)					

November 22, 1966

(For additional details, see the Chief Counsel's letters dated October 28, November 16 and 21, 1966, concerning cases settled in the Salem Office, General Files.)

The Chairman inquired as to the status of the DeLong case on the Astoria Bridge piers. The Chief Counsel replied that hearings have been held in court on the part of the defendant to eliminate Raymond International as a party and to dismiss Raymond International and U.S. Steel from the suit. The Court, he said, had denied both appeals. It is expected that the DeLong attorneys will file a demurrer on December 5 concerning the right of the State to try this kind of case. In reply to the Chairman's inquiry as to when the suit might be brought to trial, the Chief Counsel commented that under normal circumstances the trial should begin about six months after an answer has been made.

A report on cases other than condemnation was also made by the Chief Counsel. The report was accepted by the Commission, summarized as follows:

REPORT OF TRIAL OF OTHER CASES

Case	Defendant	County	Cause of Action	Demands of Plaintiff	Verdict
L-4899 State of Oregon	John F. McKee	Multnomah	Back rent. (Default judgment was taken because defendant did not appear.)	\$ 450.00	\$450.00
L-5004 Ethel Parsons	State Parks Department, et al.	Multnomah	Tort: Personal injury from fall off blacktop path - Ft. Stevens Park	25,000.00 general damages 750.00 special damages & costs and disbursements	For State-Demurrer sustained

(Dismissed as to State Parks Superintendent and State Highway Commission.)

REPORT OF OTHER CASES SETTLED

Case	Defendant	County	Cause of Action	Demands of Plaintiff
L-5003 Clara C. Owen	Riverside Constr. Co.	Multnomah	Personal Injury (Settlement: Unknown Settled without litigation.)	\$20,600.00

November 22, 1966

(Report of other cases settled - cont.)

Case	Defendant	County	Cause of Action	Demands of Plaintiff
L-5123 State of Oregon	C. W. Smith, dba "C & S Storage"	Multnomah	Suit for back rent	\$ 700.00
(Settlement: Paid amount demanded in full. Case dismissed.)				

(For additional information, see the Chief Counsel's letter dated November 16, 1966, concerning cases other than condemnation in the Salem Office, General Files.

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

#### BIDDLE ROAD INTERCHANGE SECTION OF THE CRATER LAKE HIGHWAY

R-39403 - J. S. Lydiard, et ux. Parcel No. 1: 1.74 acres for right of way purposes; Parcel No. 2: 0.9 acre for right of way purposes. Offer of \$201,000.00 approved by Mr. Jackson October 24, 1966.

R-39406 - Joseph R. Kindell, et al. Parcel No. 1: 0.32 acres for right of way purposes; Parcel No. 2: 0.17 acre for right of way purposes; Parcel No. 3: 1,100 square feet for right of way purposes. Offer of \$18,000.00 approved by Mr. Jackson October 11, 1966.

#### BURLINGTON-SAUVIE ISLAND BRIDGE SECTION OF THE COLUMBIA RIVER HIGHWAY

R-31652 - Henry N. Snyder. 2,000 square feet for right of way purposes. Offer of \$1,100.00 approved by Mr. Jackson November 1, 1966.

#### BUNKER HILL ROAD-HEPPNER SECTION OF THE HEPPNER HIGHWAY

R-39764 - Anna Graham. Parcel No. 1: 3.2 acres for right of way purposes; Parcel No. 2: 0.9 acre for right of way purposes. Offer of \$2,075.00 approved by Mr. Jackson October 31, 1966.

#### DELAKE SECTION OF THE OREGON COAST HIGHWAY

R-38979 - Thomas L. Kingsbury. Parcel No. 1: 0.03 acre for right of way purposes; Parcel No. 2: 3,000 square feet for permanent easement. Offer of \$725.00 approved by Mr. Jackson October 12, 1966.

R-38987 - Steve Musulin, Jr. and Matt M. Musulin. Parcel No. 1: 0.06 acre for right of way purposes; Parcel No. 2: 0.06 acre for permanent easement. Offer of \$550.00 approved by Mr. Jackson October 7, 1966.

November 22, 1966

#### DELAKE SECTION OF THE OREGON COAST HIGHWAY - Continued

R-38988 - Swan Drive-In Theatre, Inc. Parcel No. 1: 0.05 acre for right of way purposes; Parcel No. 2: 0.09 acre for permanent easement; Parcel No. 3: 0.16 acre for permanent easement. Offer of \$300.00 approved by Mr. Jackson November 10, 1966.

R-38994 - H. N. McDonnell, et ux. 1,100 square feet for right of way purposes. Offer of \$225.00 approved by Mr. Jackson November 1, 1966.

#### FULTON CANYON SECTION OF THE FULTON CANYON-WASCO HIGHWAY

R-39492 - Sandra Kay Carlisle, et al. Parcel No. 1: 0.14 acre for right of way purposes; Parcel No. 2: 0.76 acre for permanent easement. Offer of \$75.00 approved by Mr. Fridley October 10, 1966.

#### GRANDE RONDE RIVER SECTION OF THE WALLOWA LAKE HIGHWAY

R-37370 - Elgin Canning Co. 0.07 acre for right of way purposes. Offer of \$25.00 approved by Mr. Fridley October 24, 1966.

#### IRRIGON JUNCTION-UMATILLA COUNTY LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-40157 - Joe Andrews, et al. 3.2 acres for right of way purposes. Offer of \$200.00 approved by Mr. Fridley October 24, 1966.

#### MARYS RIVER-WREN OVERCROSSING SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-39866 - George S. McDowell, et ux. 2.5 acres for right of way purposes. Offer of \$3,300.00 approved by Mr. Jackson November 4, 1966.

#### PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY

R-38389 - The Sharrylou Corporation. 1.3 acres for right of way purposes. Offer of \$43,600.00 approved by Mr. Jackson October 7, 1966.

R-38399 - Emery Lehman and John William Lehman. 6,700 square feet for right of way purposes. Offer of \$3,150.00 approved by Mr. Jackson October 20, 1966.

R-38403 - William K. Kirby, et ux. 7,535 square feet for right of way purposes. Offer of \$16,050.00 approved by Mr. Jackson October 18, 1966.

R-38411 - Dominic Kondraski, et ux. 10,800 square feet for right of way purposes. Offer of \$31,875.00 approved by Mr. Jackson October 20, 1966.

R-38443 - Charles T. Grace, et ux. 7,500 square feet for right of way purposes. Offer of \$25,800.00 approved by Mr. Jackson October 24, 1966.

November 22, 1966

PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY-Continued

R-38446 - William W. Poole, et ux. 21,200 square feet for right of way purposes. Offer of \$7,000.00 approved by Mr. Jackson October 20, 1966.

R-38459 - Byron L. Root, et al. 22,500 square feet for right of way purposes. Offer of \$11,000.00 approved by Mr. Jackson October 20, 1966.

R-38466 - Bergliot A. Koppen. 6,400 square feet for right of way purposes. Offer of \$6,300.00 approved by Mr. Jackson October 20, 1966.

PENDLETON SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-38873 - Ralph G. Pace. Parcel No. 1: 4,489 square feet for right of way purposes; Parcel No. 2: 5,628 square feet for right of way purposes. Offer of \$11,300.00 approved by Mr. Fridley October 17, 1966.

R-38884 - Joseph C. Campbell. 13,000 square feet for right of way purposes. Offer of \$10,250.00 approved by Mr. Fridley October 18, 1966.

R-38914 - Mary Lou Schroeder. 5,000 square feet for right of way purposes. Offer of \$50.00 approved by Mr. Fridley November 1, 1966.

R-38916 - Roy C. Smith, et ux. 15,000 square feet for right of way purposes. Offer of \$13,200.00 approved by Mr. Fridley November 1, 1966.

R-38930 - Eva L. Murphy. 16,256 square feet for right of way purposes. Offer of \$5,500.00 approved by Mr. Fridley November 4, 1966.

R-39106 - Eddie Hargrow, Jr., et ux. 60 square feet for right of way purposes. Offer of \$50.00 approved by Mr. Fridley October 18, 1966.

R-39114 - Jean C. Rugg. 9,400 square feet for right of way purposes. Offer of \$18,000.00 approved by Mr. Fridley November 10, 1966.

R-39115 - Harry H. Lane, et ux. 50 square feet for right of way purposes. Offer of \$50.00 approved by Mr. Fridley November 7, 1966.

R-39123 - Vestle R. Ward, et ux. 9,300 square feet for right of way purposes. Offer of \$23,500.00 approved by Mr. Fridley November 15, 1966.

PLEASANT HILL-CRESWELL SECTION OF THE SPRINGFIELD-CRESWELL HIGHWAY

R-26815 - Iva M. Carpenter, et al. 2.9 acres for right of way purposes. Offer of \$7,300.00 approved by Mr. Jackson October 17, 1966.

R-26821 - Carl C. Brown. 0.09 acre for right of way purposes. Offer of \$725.00 approved by Mr. Jackson October 11, 1966.

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PLEASANT HILL-CRESWELL SECTION OF THE SPRINGFIELD-CRESWELL HIGHWAY-Continued

R-39967 - Earl Petty, et ux. 0.42 acre for right of way purposes. Offer of \$350.00 approved by Mr. Jackson October 31, 1966.

RINK CREEK-MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-39822 - Donald T. Crockett, et ux. 22.0 acres for right of way purposes. Offer of \$16,450.00 approved by Mr. Jackson October 17, 1966.

SEVENTH AVENUE-WILLAMETTE RIVER SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY

R-38783 - Juanita Rankin. 8,083 square feet for right of way purposes. Offer of \$24,500.00 approved by Mr. Jackson November 15, 1966.

R-38791 - Cleo Hill, et al. 4,000 square feet for right of way purposes. Offer of \$9,000.00 approved by Mr. Jackson October 17, 1966.

R-38795 - James Lajoie, et ux. 16,032 square feet for right of way purposes. Offer of \$33,500.00 approved by Mr. Jackson November 4, 1966.

R-38800 - Wm. H. Donnor, et ux. 5,850 square feet for right of way purposes. Offer of \$26,500.00 approved by Mr. Jackson October 20, 1966.

SHADY COVE BRIDGE SECTION OF THE CRATER LAKE HIGHWAY

R-37650 - Shady Cove Development Company. 0.03 acre for right of way purposes. Offer of \$100.00 approved by Mr. Jackson November 10, 1966.

SILETZ-CORVALLIS-NEWPORT HIGHWAY SECTION OF THE SILETZ HIGHWAY

R-40037 - Georgia Pacific Corporation. Parcel No. 1: 0.09 acre for right of way purposes; Parcel No. 2: 1.0 acre for right of way purposes; Parcel No. 3: 0.1 acre for temporary easement. Offer of \$350.00 approved by Mr. Jackson October 18, 1966.

SOUTH PENDLETON INTERCHANGE-COURT PLACE SECTION OF THE OREGON-WASHINGTON HIGHWAY

R-39523 - William H. Ford, et ux. 5,400 square feet for right of way purposes. Offer of \$4,400.00 approved by Mr. Fridley November 2, 1966.

R-39526 - Albert M. Helmick, et ux. 3,000 square feet for right of way purposes. Offer of \$3,800.00 approved by Mr. Fridley November 2, 1966.

R-39528 - Clarence Alba McRoberts, et ux. 4,500 square feet for right of way purposes. Offer of \$2,800.00 approved by Mr. Fridley November 7, 1966.

R-39549 - James E. Personette. 1,625 square feet for right of way purposes. Offer of \$18,750.00 approved by Mr. Fridley November 15, 1966.

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SOUTH PENDLETON INTERCHANGE-COURT PLACE SECTION OF THE OREGON-WASHINGTON HIGHWAY - Continued

R-39563 - Frank G. Dyer. 4,000 square feet for right of way purposes. Offer of \$23,600.00 approved by Mr. Fridley November 7, 1966.

STATE STREET-NORTH SANTIAM HIGHWAY SECTION OF THE SILVER CREEK FALLS HIGHWAY

R-39423 - Leo N. Childs, et ux. 625 square feet for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson October 10, 1966.

TUALATIN RIVER BRIDGE SECTION OF THE BEAVERTON-TUALATIN HIGHWAY

R-36077 - Everett T. Schultz, et ux. 0.17 acre for right of way purposes. Offer of \$1,500.00 approved by Mr. Jackson October 12, 1966.

A report was made by the Chief Counsel concerning an application to the Public Utility Commissioner by the State Highway Commission to construct an overcrossing over the tracks and right of way of Southern Pacific Company, known as the Scoggin Creek Bridge Overcrossing Project, on the Tualatin Valley Highway in Washington County. Order No. 43107 was issued November 7, 1966. The Commission accepted the report.

A report concerning abandonment of 33 claims against others was made by the Chief Counsel. These claims, he said, are to recover damages to highway and park facilities caused by members of the public in which there is a legal obligation to pay for the damage. Total number of claims have varied annually from 264 in 1961 to 440 so far in 1966. Approximately 85% of the claims have been collected. Collection on a number of the claims is not feasible for various reasons and he mentioned cases in which it was determined that there was no negligence; instances where the person has moved out of state and cannot be traced; instances where the person causing the damage has no job, assets or insurance; bankruptcy; inability to locate a person because of false name and address; and some cases in which the car or vehicle causing the damage had been stolen. Following his favorable recommendation, the Commission approved abandonment of efforts to collect the 33 claims totaling \$10,873.72. (For details concerning names, amounts, and other information, see the Chief Counsel's letter dated November 17, 1966, regarding abandonment of claims in the Salem Office, General Files.)

Renewal of a lease with Richard and Ann Thomas for operation of the concession privileges at Depoe Bay State Park was presented by the Deputy Engineer. He commented that the Thomases have run the concession in a satisfactory manner providing good janitorial service and reasonable prices on their merchandise. They have requested a renewal of the existing lease for a period of three years, ending January 1, 1970. The Commission accepted his recommendation for approval and authorized the Secretary to sign the lease in their behalf.

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The Deputy Engineer presented a number of surveys for the improvement or relocation of portions of State highways. The Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 326 through 330," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) Mt. Hood Post Office-Fikes Corner Section of the Mt. Hood Highway in Hood River County, a distance of 8.37 miles. (See "Survey Resolution No. 326.")
- (2) Stanfield Junction-Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County, a distance of 16.28 miles. A public hearing was held in Pendleton on March 30, 1965. (See "Survey Resolution No. 327.")
- (3) Indian Creek Section of the Hood River Highway in Hood River County, a distance of 0.53 mile. A public hearing was held in Hood River on September 22, 1966. (See "Survey Resolution No. 328.")
- (4) Noti-Veneta Section of the Mapleton-Eugene Highway in Lane County, a distance of 7.2 miles. A public hearing was held in Elmira on December 15, 1965. (See "Survey Resolution No. 329.")
- (5) North Powder-Baker Section of the Old Oregon Trail (I-80N) in Baker County, a distance of 21.83 miles. A public hearing was held in Baker on June 30, 1965. (See "Survey Resolution No. 327.")
- (6) Mission Junction-Emigrant Hill Section of the Old Oregon Trail (I-80N) in Umatilla County, a distance of 12.84 miles. A hearing was not requested. (See "Survey Resolution No. 327.")
- (7) Extension of Oak Hill-Interstate 105 Section of the Mapleton-Eugene Highway in Lane County, a distance of 0.55 mile. A public hearing was held in Eugene on February 3, 1965. (See "Survey Resolution No. 330.")

Increases in project authorizations were requested by the Deputy Engineer on four contracts. He explained briefly the reasons for the increases which were approved by the Commission as follows:

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- (1) Contract 6652 on the Alsea Mountain Section of the Alsea Highway in Benton County, for an increase of \$107,161.88 (10.15%). Reasons for the overrun were increased quantities of excavation, stone base, riprap and drainpipe. Additional costs were also incurred by placement of a counterbalance fill and extension of a 54-inch culvert pipe.
- (2) Contract 6913 on the Neil Creek Slide Section of the Pacific Highway in Jackson County, for an increase of \$6,936.15 (18.8%). Increased quantities of embankment foundation excavation and selected earth embankment material were given as the principal reasons for the overrun.
- (3) Contract 6840 for the Santiam Safety Rest Area on the Pacific Highway in Marion County, for an increase of \$23,208.50 (6.9%). Increased quantities of topsoil and asphaltic concrete were given as the major reasons for the overrun.
- (4) Contract 6811 on the Mt. Angel-Silverton Project on the Hillsboro-Silverton Highway in Marion County, for an increase of \$146,726 (11.7%). Additional costs for relocation of an electric company substation and increased paving and surfacing quantities were given as the principal reasons for the overrun. The moving of the substation was originally intended to be handled as a right-of-way matter; however, it was finally settled as a utility move and became a part of the contract cost.

A resolution was presented by the Deputy Engineer designating the rest area near the Hubbard Interchange on the Pacific Highway in Clackamas County as the Baldock Safety Rest Area. Following his favorable recommendation, the Commission adopted "Commemorative Resolution No. 19," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Deputy Engineer recalled that on October 6, 1966, the Commission had approved replacement of the Oak Point Creek Bridge

with a culvert, on the Independence Highway in Polk County. The following quotations from culvert suppliers were received:

Beall Pipe and Tank Corporation	\$10,013.52
Metal Products Division of Armco Steel Corporation	9,576.60
Oregon Culvert Company	9,175.00

The price given by Oregon Culvert Company, he said, could not be considered as the bid was qualified as to completion time. He recommended that the award be made to the Metal Products Division of Armco Steel Corporation in the amount of \$9,576.60. The Commission confirmed the award which had been verbally approved by the Chairman on October 10, 1966.

An increase in per diem allowance for paving, engineering, extra gang, sign crews and others whose duties require them to be away from established headquarters was brought up by the Deputy Engineer. By past policy these people were allowed \$6 per day above their salaries to cover increased living costs. Because of increased costs of lodging and food, he recommended that the allowance be raised to \$7.50 per day effective October 17, 1966. The Commission confirmed the increase which had been orally approved by the Chairman on October 11, 1966.

Confirmation of authority to make temporary and permanent repairs to Bullards Bridge on the Oregon Coast Highway in Coos County in the amount of \$250,000 was requested by the Deputy Engineer. He recalled that on October 4, 1966, one of the piers and other portions of the bridge had been severely damaged by a barge. Chairman Jackson had given verbal approval on October 24, 1966. The Commission confirmed his action.

Attention was called to the parking situation at the State Highway Building at 58th Avenue and Glisan Street in Portland. The Deputy Engineer stated that parking conditions now are bad at times because of activities caused by the Motor Vehicle Department as well as visitors to the State Highway Department. With passage of the Federal Highway Safety Act of 1966, it appears that a larger number of drivers will have to appear in person to take driver tests and additional parking space will be required. He pointed out on a map four areas which could be utilized for parking and recommended that authority be granted to negotiate for their purchase. He estimated the value of the four parcels at \$385,500. The Commission granted the authority as requested.

Contractors' requests for extensions of time to complete highway contracts were presented by the Deputy Engineer. Each of these requests has been carefully investigated and the



Commission has been informed of the results of the investigation by letter. The Commission took action as follows:

- (1) Aichele Landscaping, Inc., Contract No. 6691 on the Boardman Safety Rest Area on the Columbia River Highway in Morrow County, requested an extension of the specified completion date to July 1, 1966. Because of conditions beyond the contractor's control and because a "shut down" order was issued, the Commission approved an extension of the completion date to August 14, 1966, without assessment of liquidated damages. The contract was completed August 27, 1966. Approval by the Bureau of Public Roads was given in their letter of October 5, 1966.
- (2) Rogers Construction Company, Contract No. 6388 on the Airport Road-Irrigon Junction Section of the Columbia River Highway in Morrow County, requested an extension of the specified completion date from July 1, 1965, to August 1, 1965, because the contractor's equipment was diverted to emergency flood repairs. The Commission granted an extension of time to August 5, 1965, without assessment of liquidated damages. The contract was completed August 23, 1965. By letter dated October 4, 1966, the Bureau of Public Roads approved a time extension of 35 days while the contractor's equipment was engaged in flood repair work.
- (3) Rogers Construction Company, Contract No. 6514 on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, requested an extension of the specified completion date from June 15 to June 24, 1966. The Commission approved the extension of time to June 24, 1966, without assessment of liquidated damages. By letter dated October 18, 1966, the Bureau of Public Roads approved the extension of time.
- (4) Dayton Plumbing and Heating, Inc., and George F. Christofferson, Contract No. 6667 on the Sutherlin Junction-Winchester Section of the Pacific Highway in Douglas County, requested a 60-day extension of time to complete the contract. The Commission denied the request. The Bureau of Public Roads has approved the denial.

- (5) Rogers Construction Company, Contract No. 6795 on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail in Umatilla County, requested an extension of the specified completion date from July 31 to September 2, 1966. The Commission approved an extension of time to September 2, 1966, for that portion of the contract scheduled for completion July 31, 1966, without assessment of liquidated damages. Approval by the Bureau of Public Roads was given in their letter of October 18, 1966.
- (6) Morse Bros., Inc., Contract No. 6824 on the Bridge-Slater Creek Section of the Coos Bay-Roseburg Highway in Coos County, requested an increase in the number of calendar days for completion from 85 to 92. The Commission approved the request without assessment of liquidated damages.
- (7) C. R. O'Neil, Contract No. 6585 on the Smith Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County, requested an extension of the specified completion date from November 1, 1965, to August 5, 1966. The Commission approved the request without assessment of liquidated damages. Approval by the Bureau of Public Roads was given in their letter of November 4, 1966.
- (8) M. C. Lininger & Sons, Inc., Contract No. 6913 on the Neil Creek Slide Section of the Pacific Highway in Jackson County, requested an increase from 30 to 34 calendar days to complete the contract. The Commission approved the request without assessment of liquidated damages.
- (9) M. C. Lininger & Sons, Inc., Contract No. 6825 on the Cave Junction-O'Brien Section of the Redwood Highway in Josephine County, requested an increase from 85 to 123 calendar days to complete the contract because of additional work. The Commission approved an increase from 85 to 125 calendar days without assessment of liquidated damages.
- (10) Madson and Stokes Electrical Contractors, Contract No. 6859 at the Ashland and Winchester truck scale sites on the Pacific Highway in Jackson and Douglas Counties, requested 20 additional calendar days to complete the work.

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The Commission approved the request without assessment of liquidated damages. Approval by the Bureau of Public Roads was given in their letter dated November 7, 1966.

The Deputy Engineer reported that Contract Nos. 6474, 6490, 6499, 6526, 6545, 6597, 6613, 6641, 6646, 6681, 6698, 6706, 6719, 6727, 6732, 6737, 6756, 6758, 6765, 6769, 6770, 6776, 6777, 6779, 6781, 6783, 6785, 6787, 6801, 6807, 6810, 6822, 6841, 6844, 6877, and 6880 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, 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. 154", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The next Commission meeting date was set for December 19, 1966, in the Conference Room of the State Highway Building in Salem. A tentative date for the following meeting was set for January 31, 1967.

The Commission approved the minutes of the meeting held October 6, 1966.

The Commission confirmed telephonic approval given October 19, 1966, awarding contracts on bids received October 13, 1966, and authorized the Secretary to sign contracts on the following projects:

BIDS RECEIVED IN SALEM OCTOBER 13, 1966

AWARDS MADE OCTOBER 19, 1966

Roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County. Federal-aid Interstate Highway Project No. I-5-2(52)109. Three bids were received. The Commission awarded the contract to the low bidder, Aichele Landscaping, Inc., Portland, at \$60,098.40.

Improvement in the Suncrest Safety Rest Area on the Pacific Highway in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(63)23. Five bids were received. The Commission awarded the contract to the low bidder, F. L. Somers, Medford, at \$225,937.43.

Central Point Interchange Roadway Illumination of the Pacific Highway in Jackson County. Federal-aid Interstate Highway Project No. I-5-1(64)33. Five bids were received. The Commission awarded the contract to the low bidder, Northwestern

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Electric Co., Medford, at \$21,000.

Neil Creek Bridge on the Dead Indian Road east of Ashland in Jackson County. Federal-aid Secondary Highway Project No. S-429(2). Seven bids were received. The Commission elected to accept the low bid of Ross Bros. Construction, Inc., Salem, in the sum of \$16,028 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 \$3,600 is deposited by the County.

Roadside improvement on the North and East Grants Pass Interchange Section of the Pacific Highway in Grants Pass in Josephine County. Federal-aid Interstate Highway Project No. I-5-1(65)56. Four bids were received. The Commission awarded the contract to the low bidder, Baltz and Son Company, Portland, at \$240,024.61.

West Belt Line Overcrossing of the Southern Pacific Railroad on the Belt Line Road in Eugene in Lane County. Federal-aid Secondary Highway Project No. SU-441(6). Eight bids were received. The Commission elected to accept the low bid of Ross Bros. Construction, Inc., Salem, in the sum of \$101,030 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 \$25,000 is deposited by the County.

Grading, paving and signing on the Olds Ferry Truck Scale Site Section of the Old Oregon Trail in Malheur County. Federal-aid Interstate Highway Project No. I-80N-8(14)353. Three bids were received. The Commission awarded the contract to the low bidder, Craig Landeen, Canby, at \$107,517.20.

Roadside improvement on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Portland in Multnomah County. Federal-aid Interstate Highway Project No. I-405-8(15)302. Four bids were received. The Commission awarded the contract to the low bidder, Aichele Landscaping, Inc., Portland, at \$104,641.35.

Traffic signal installation on Farmington Highway at 145th Avenue in Beaverton, Washington County. State Project. Five bids were received. The Commission awarded the contract to the low bidder, Ace Electric Company, Portland, at \$9,287.00.

Following a brief explanation by the Deputy Engineer, the Commission awarded contracts on bids received November 18, 1966, and authorized the Secretary to sign contracts on the following projects:

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BIDS RECEIVED IN SALEM NOVEMBER 18, 1966AWARDS MADE NOVEMBER 22, 1966

Repair of pier and construction of 16 dolphins on the Coquille River (Bullards) Bridge on the Oregon Coast Highway north of Bandon in Coos County. Four bids were received. The Commission awarded the contract to the low bidder, Tom Lillebo Construction Co., Reedsport, at \$188,390.00.

Kimberly Rock Production Project on the John Day Highway east of Spray in Grant and Wheeler Counties. State Project. Nine bids were received. The Commission awarded the contract to the low bidder, Eldon D. Blumer, Kennewick, Washington, at \$27,170.00.

Illumination Project on the 2nd Street Interchange (Hood River) on the Columbia River Highway in Hood River County. Federal-aid Interstate Highway Project No. I-80N-2(36)61. Four bids were received. The Commission elected to accept the low bid of Sims Electric, Inc., Roseburg, in the sum of \$15,100, 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.

Widening of the northbound traffic lane over the Southern Pacific Railroad on the Belt Line Road Interchange Section of the Pacific Highway in Lane County. Federal-aid Interstate Highway Project No. I-5-4(55)197. This project was withdrawn from the bid letting.

Grading and paving on the Cairo Junction Section of the Olds Ferry-Ontario and Central Oregon Highways in Malheur County. FAP No. F-28(6). Four bids were received. The Commission elected to accept the low bid of C. E. Leseberg, Nyssa, in the sum of \$45,855.50 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.

Grading, paving, and structure on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County. This project was withdrawn from the bid letting.

Holman Wayside State Park west of Salem in Polk County. State Project. Seven bids were received. The Commission awarded the contract to the low bidder, William (Dee) Brown Construction, Corvallis, at \$17,169.00.

Grading, oiling, structures and signing on the Irrigon Junction-Stanfield Junction Section of the Old Oregon Trail in Umatilla County. Federal-aid Interstate Highway Project No.

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I-80N-5(23)169. Seven bids were received. The Commission awarded the contract to the low bidder, Hannan Bros. Co., Portland, at \$1,015,698.23.

Grading and paving on Broadway Street in Milton-Freewater in Umatilla County. State Project. Three bids were received. The Commission elected to accept the low bid of Jones-Scott Company, Walla Walla, Washington, in the sum of \$38,662.20 and directed the State Highway Engineer to award the contract to said bidder as soon as approval of the City of Milton-Freewater is received and the sum of \$25,700 is deposited by the City and the Railroad agreement is signed.

Chairman Jackson inquired as to what action has been taken to collect damages from those responsible for the collision of the steel barge with the Bullards Bridge on the Oregon Coast Highway in Coos County. The Chief Counsel stated that the services of a Mr. White, an Admiralty Lawyer, had been secured. A bond has been received in the amount of \$65,000 for release of the tug towing the barge; also assignments of insurance policies have been received from other parties involved. It was his opinion that legal steps have been taken so that the State's interests are well protected.

The Deputy Engineer reported that contracts had been awarded which had been referred to the Engineer to award when certain conditions were fulfilled. The Commission confirmed the Engineer's award of the following contracts:

- (1) Grading and paving the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County. Bids received September 20, 1966. Contract No. 6942 awarded October 19, 1966, to White Bros. Construction Co., Inc., Walla Walla, Washington, low bidder.
- (2) Neil Creek Bridge on Dead Indian Road (FAS 277) in Jackson County. Bids received October 13, 1966. Contract No. 6946 awarded October 27, 1966, to Ross Bros. Construction, Inc., Salem, low bidder.
- (3) Construction of West Belt Line Overcrossing (S.P.R.R.) on Belt Line Road in Lane County. Bids received October 13, 1966. Contract No. 6948 awarded October 27, 1966, to Ross Bros. Construction, Inc., Salem, low bidder.

Consideration was given to requests from Deschutes, Lane and Multnomah Counties, for approval of Federal-aid Secondary Highway Projects. Also considered was cancellation of a FAS Project in Clackamas County. The Deputy Engineer stated that the projects

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have been investigated and he recommended that they be approved. The Commission approved the following FAS Projects and authorized the Secretary to sign routine construction agreements when they are prepared.

County	FAS	Section and Description	Programmed Amount	FAS Funds
Deschutes	330	C.O.I. Canal Bridge 32 foot clear roadway, pre-stressed, precast, concrete slab deck, and metal railings, with no sidewalks. MP 0.03	\$ 40,000	1967
Lane	934	Long Tom River Bridge, Clear Lake Road, reinforced concrete structure 363 feet long, 30 foot clear roadway, 5 foot sidewalk on north side. MP 1.3	205,000	1967
Multnomah	940	U.P. railroad Undercrossing, North Columbia Boulevard, two structures designed by County-S.P.&S. Overcrossing being modified and used, U.P. railroad Undercrossing being replaced.	450,000	1966

TOTAL NEW PROJECTS \$695,000

Cancellation of project previously approved and transfer of federal funds:-

Clackamas	809	Clackamas River (Barton) Bridge. Barton Road.	450,000	1966
		TOTAL CANCELLATION	450,000	
		TOTAL...	\$245,000	

Summary by fiscal year

Allocated Funds	\$3,952,000	\$3,952,000	\$7,905,000
Approved Projects (corrected to date)	<u>3,952,000</u>	<u>1,444,000</u>	<u>5,397,000</u>
Unprogrammed balance	\$-----	\$2,508,000	\$2,508,000
Projects proposed 11-22-66	-----	245,000	245,000
Unprogrammed balance	\$-----	\$2,263,000	\$2,263,000

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Attention was given to a request from Benton County that the State transfer to the County the old 100-foot steel truss across the Marys River Bridge at Wren on the Corvallis-Newport Highway. The Deputy Engineer commented that the bridge was originally built in 1927 as a cooperative project between Benton County and the State. The bridge is now being replaced. As the State has no further use for the old truss, and because of the County's participation in the original project, he recommended that the truss be turned over to Benton County without cost. The Commission accepted his recommendation.

The Commission considered a Forest Highway Program covering the fiscal year 1968. Mr. John Mors, Deputy Federal Highway Projects Engineer, was present. The Deputy Engineer commented that the proposed program had been discussed in detail with the Bureau of Public Roads and the Forest Service people on November 2, 1966, and the program had been agreed upon. Based on his favorable recommendation, the Commission approved the following Forest Highway Program.

#### OREGON 1968 FISCAL YEAR FOREST HIGHWAY PROGRAM

1968 F.Y. Apportionment	\$4,339,423
Nov. 1, 1966 Unprogramed Balance	<u>6,226</u>
11/1/66 - Total available for programing	\$4,345,649

Project Number	Name and Termini	Type	Miles	Revised Program Amt.
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#### REVISE PREVIOUSLY PROGRAMED PROJECTS:

Increase previous program amount (\$250,000)  
by \$400,000 - increase previous length 1.0 mile:

46-4(3)	Cascade Lakes	Grade	5.0	\$ 650,000
	South end of Project	Base		
	46-4(2), southerly	B.S.T.		

Increase previous program amount (\$1,000,000)  
by \$1,000,000:

56-1(1)	Neskowin-Tillamook	Grade(4.4)	4.4	2,000,000
	Neskowin northerly	Base and		
	to Nestucca River	Bit.Pave(1.4)		

F.H. FUNDS REQUIRED FOR ABOVE ADJUSTMENTS 1,400,000

F.H. FUNDS AVAILABLE FOR NEW PROJECTS \$2,945,649

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## (Oregon 1968 Fiscal Year Forest Highway Program-Continued)

Project Number	Name and Termini	Type	Miles	Revised Program Amt.
<u>NEW PROJECTS:</u>				
22-1(5)	McKenzie McKenzie River Bridge	Bridge	0.04	\$ 250,000
39-1(1)	Little Sheep Creek Imnaha, southwesterly	Grade Base Bit.Pave	8.7	1,500,000
53-2(2)	Lake of the Woods Dead Indian Rd. Jct. to Seldom Creek	Grade Base	3.1	1,000,000
6800-00	Lump Fund - Survey Design Routes: 1,2,3,4,5,6,7,8, 9,10,11,12,13,14,15,16,17, 18,19,21,22,23,24,25,26,27, 28,29,30,31,32,33,34,35,36, 37,38,39,40,41,42,43,44,46, 47,48,49,50,51,52,53,54,55.	-	-	100,000
TOTAL NEW PROJECTS				\$2,850,000
F.H. UNPROGRAMED BALANCE				\$ 95,649

Attention was given to Technical Bulletin No. 28, "Manual on Uniform Traffic Control Devices for Streets and Highways - 1966". The Deputy Engineer stated that approval of the manual is necessary so that standards for traffic control devices will be legalized as is the intent of the State law. The manual has conditional approval of the Bureau of Public Roads. Following the Deputy Engineer's favorable recommendation, the Commission approved the manual and authorized the Secretary to certify it.

Commissioner Fridley inquired as to whether illumination in the Bonneville Tunnel on the Columbia River Highway meets Bureau of Public Roads specifications. The Deputy Engineer replied that plans for the tunnel meet all specifications. In response to Commissioner Fridley's question as to when the project would get started, the Deputy stated that it should be under way in 1967.

Recommendations were made by the Deputy Engineer concerning speed zones on several sections of State highways. Careful investigations have been made and because of road conditions, roadside culture, and the volume of traffic, it has been determined that speed zone regulations are required for the safety of

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the traveling public. The Commission approved the following speed zones and thereupon adopted "Speed Zone Resolutions Nos. 517 through 520," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) "Speed Zone Resolution No. 517," establishing a 45 miles-per-hour speed zone on The Dalles-California Highway, south of Madras, in Jefferson County.
- (2) "Speed Zone Resolution No. 518," establishing a 50 miles-per-hour speed zone on the Hood River Highway between Dimmick State Park and the Mt. Hood Highway, near the Mt. Hood Post Office, in Hood River County.
- (3) "Speed Zone Resolution No. 519," establishing 55 and 65 miles-per-hour speed zones between Gresham and Sandy on the Mt. Hood Highway in Multnomah and Clackamas Counties.
- (4) "Speed Zone Resolution No. 520," establishing a 60 miles-per-hour speed zone between the north city limits of Medford and a point north of Avenue "G" on the Crater Lake Highway in Jackson County.

Chairman Jackson inquired if the Commission assumed any responsibility in establishing designated speeds which may under certain conditions, be too high. The Engineer replied that establishing of designated speeds on State highways is a matter of law delegated to the State Highway Commission. The speed which may be designated, he said, is a matter of opinion backed up by careful investigation. The Chief Counsel pointed out that the State Highway Commission functions as a governmental agency, somewhat like the State Legislature, and functioning as such, the Commissioners do not have any personal responsibility in actions such as designating speeds on State highways.

Commissioner Fridley inquired if the State Highway Department has any traffic engineering objections to raising the statutory speed of trucks. The Engineer pointed out that the maximum speed of trucks on highways is set by law, and the Commission has no authority to change the maximum speed.

The Chairman then inquired as to what authority the Commission has in establishing minimum speeds on State highways. The Deputy Engineer stated that minimum speeds are determined under the basic speed law and the Commission has no authority.

An abandonment resolution was presented by the Deputy Engineer transferring to Multnomah County approximately 0.15 mile

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of the Swift Secondary Highway. The portion being transferred lies between the north boundary line of the O.W.R. & N. Company overcrossing and the North Swift Boulevard-North Columbia Boulevard intersection as covered by an agreement approved October 6, 1966. Following his favorable recommendation, the Commission approved "Abandonment Resolution No. 459", which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission also considered an abandonment resolution covering the old Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County. The Deputy Engineer explained that an abandonment agreement had been approved July 14, 1964. Completion of the new highway section makes possible the abandonment of the old section. Following his favorable recommendation, the Commission approved "Abandonment Resolution No. 422," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to an agreement with the Bureau of Public Roads and Portland General Electric Company concerning an adjustment of electric facilities in the construction of a section of the Clackamas Highway between Estacada and Faraday in Clackamas County. The Deputy Engineer explained that although this is a Forest Highway Project, normally under control of the Bureau of Public Roads, the Power Company in this instance has insisted that the Highway Commission be a party to the agreement. The agreement primarily provides for adjusting and rearranging the facilities of the Portland General Electric Company to be done by the Bureau of Public Roads as a construction item. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

A cooperative construction-finance agreement with the City of Dallas was presented by the Deputy Engineer. The agreement covers the Main Street-Jefferson Street Section (one-way couplet) of the Kings Valley Highway between Washington Street and Walnut Avenue and contains the usual provisions for construction and maintenance, right-of-way acquisition, utility relocation, parking restrictions, and other matters. He estimated the cost of the project at \$300,000 to be shared 75% by the State and 25% by the City. The project, however, is not on any tentative schedule for construction. He recommended approval of the project and authority to acquire right of way, with construction to be performed when funds are available. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in their behalf.

Attention was given to an agreement with the City of Canyonville covering lighting on First and Fifth Streets. The Deputy Engineer explained that when the Pacific Highway was constructed through the edge of Canyonville in the early 1950's, there was little development on the westerly side of the highway. First and Fifth Streets were constructed under the freeway.

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Development on the westerly side has produced considerable foot traffic and lighting of the underpasses is needed. The State is to install the lighting and the City is to assume all costs for maintenance and power. He estimated cost to the State at \$1200 and recommended approval. The Commission approved the agreement and authorized the Secretary to sign it for them.

A supplemental throughway agreement with Umatilla County pertaining to the West Pendleton Interchange on the Old Oregon Trail was considered. The Deputy Engineer explained that the agreement provides for construction of the interchange and separation structures by the State and a connection to the Stanfield-Pendleton Road to be constructed and maintained by the County. The project is proposed to be advertised for bids early in 1967. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

Attention was also given to a supplemental throughway agreement with Morrow County pertaining to the Paterson Ferry Road Undercrossing and a frontage road to the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail. The agreement provides for construction of the frontage road and the separation structure by the State. Upon completion the County is to assume jurisdiction over the frontage road. Following the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission considered an agreement with the Washington State Highway Commission transferring to them facilities at the Megler Ferry Landing northerly from Astoria on the Columbia River. The Deputy Engineer commented that while the ferries were being operated, the Oregon Commission had leased from the Washington Commission the ferry slip, the ticket office, a one-car garage, a small residence, a warehouse and concession building. These facilities have no further value to Oregon and the cost of removal would exceed salvage value. He recommended that they be transferred to the Washington State Highway Commission reserving the right to remove an emergency power plant, the radio equipment and traffic signal installation. Based on his favorable recommendation, the Commission approved the agreement.

An agreement with Southern Pacific Company for widening of an existing railroad overcrossing structure on the Belt Line Road Interchange Section of the Pacific Highway in Lane County was considered. The Deputy Engineer commented that the railroad company is to do the work and be reimbursed by the State at an estimated cost of \$10,905. He recommended approval of the agreement; the Commission accepted his recommendation.

The Commission gave attention to an agreement with the Central Oregon Irrigation District allowing an encroachment by the

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State for widening the existing highway structure over the District's canal on the Bend Section of The Dalles-California Highway in Deschutes County. The agreement provides that the State perform the work in such manner and at such times as not to interfere with the use of the canal. The Commission accepted the Deputy Engineer's favorable recommendation and authorized the Secretary to sign the agreement for them.

The Commission considered an agreement with the Hermiston Irrigation District and the U. S. Bureau of Reclamation pertaining to reconstruction of irrigation facilities in the proposed construction of the Hermiston-Hinkle Section of the Hermiston Highway, Umatilla County. The agreement provides that the State reconstruct a 30-inch and an 18-inch siphon and maintain these siphons after construction. The Deputy Engineer estimated the cost of construction at \$8,500 and maintenance at something less than \$200 per year. The State also is to pay the District \$1,270.47 for construction charges against the 17.43 irrigable acres taken for highway right of way and reimburse the District for any extraordinary maintenance resulting from the highway construction for a period of five years from the date of the agreement. It was his recommendation that the agreement be approved. The Commission accepted the recommendation and authorized the Secretary to sign the agreement.

Consideration was given to a construction agreement with the City of Gaston pertaining to the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County. The agreement provides for construction and maintenance of the project, right-of-way acquisition, utility relocation, encroachments, parking restrictions, and other matters. It is expected that bids will be received for construction in December, 1966. Following the Deputy Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

A resolution redesignating the Siuslaw and Mapleton-Eugene Highways was considered. The Deputy Engineer stated that the resolution redesignates that portion of the Siuslaw Highway from Florence to Mapleton, plus the existing Mapleton-Eugene Highway, as the Florence-Eugene Primary Highway No. 62, a distance of 60.80 miles. This designation includes a temporary section to run common with the Territorial Secondary Highway between Elmira and Veneta. That portion of the present Siuslaw Highway between Mapleton and the Pacific Highway West near Junction City is to be known as the Mapleton-Junction City Secondary Highway No. 229, a distance of 51.59 miles. Following the Deputy Engineer's favorable recommendation, the Commission approved redesignation of the highways as presented and thereupon adopted "Primary Highway Designation Resolution No. 40," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

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A deed from Mary S. and Thomas E. Young donating 15 acres of land for park purposes along the Oswego Highway north of West Linn in Clackamas County was accepted by the Commission. It was pointed out that this is the fourth parcel of land donated by the Young's in this area, totaling 86 acres. The Commission requested that their personal thanks be conveyed to the Youngs and thereupon adopted "State Parks Resolution No. 23c," 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. 6527 for stream bed protection work at the Astoria Bridge on the Oregon Coast Highway in Clatsop County was presented by the Deputy Engineer. Current authorization is \$637,365 which should be increased to \$864,854 (36 percent). The reason for the overrun is that preplanned quantities of riprap to prevent erosion were inadequate and additional rock was necessary. The Commission approved the increase.

Chairman Jackson inquired as to park attendance this year compared with previous years. Mr. Shaw, Assistant Highway Engineer, stated that figures so far this year indicate an increase of approximately 13 percent over the year 1965. He outlined work that is being done in acquiring new park areas, development of new parks and additions to existing parks. The Chairman inquired as to whether overnight visitors are allowed to jam into the parks in excess of rated capacity. Mr. Shaw replied that this condition has been taken care of by the assignment of sites when visitors come into the park; however, when there is great demand for overnight sites some camping is allowed in day use areas. In response to the Chairman's inquiry as to the amount of vandalism in State parks, Mr. Shaw stated that most of the damage occurs in isolated parks.

The Chairman then commented that the cost to the State is getting higher for the development of State parks and that a new approach should probably be developed in attempting to get the United States Forest Service, Bureau of Reclamation, and Parks Service to provide additional recreational facilities. He pointed out that the State of Oregon by virtue of its natural recreational facilities is attractive to tourists; however, the State should not be expected to finance recreational facilities in greater ratio than the State's population would warrant. It was his thought that the Oregon congressional delegation should be approached on this basis or a similar basis in order to secure more Federal participation.

A fiscal budget for the 1968 State Construction Program covering the period from July 1, 1967, to June 30, 1968, was recommended by the Engineer. The Commission approved the following budget:

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## FISCAL BUDGET 1968 STATE CONSTRUCTION

7-1-67 to 6-30-68

## DIVISION I

Highway	Section	Length	Type Work	Amount
Pacific East	N.E.Union between E.Burnside & Pine St.	0.20	Sigs; Signs at Burnside & Ankeny	25,000*
Pacific East	S.E.Union Ave. at Conn. from Hawthorne Br.	0.01	Update Signals & Signs	5,000*
Pacific East	S.E.Grand Ave. between S.E.Morrison & S.E.Clay	0.41	Update Signals & Signs	10,000*
Lower Columbia	3rd Ave.-6th Ave. (West Burnside)	0.2	Signals & Channelize	50,000*
Mt. Hood	S.E.Milwaukie- S.E.82nd Ave.	4.0	Channelize & Progress Sigs.	250,000*
Mt. Hood	S.E.119th-S.E.136th Ave.	1.0	Signals & Channelize	75,000*
Sandy Blvd.	N.E. Sandy Blvd. between 12th & 13th Ave.	0.09	Signalize	20,000*
Sandy Blvd.	N.E. Sandy Blvd. at N.E. Multnomah St.	0.06	Channelize	15,000*
Sandy Blvd.	N.E. Sandy Blvd. between N.E. 38th & 39th Ave.	0.06	Channelize & Prohibit some Parking	10,000*
Sandy Blvd.	N.E.Sandy Blvd. between N.E. 41st Ave. & 41st Pl.	0.06	Resign & Strip; Prohibit Pkg.	5,000*
Sandy Blvd.	N.E.Sandy Blvd. at N.E. Fremont Ave.	0.06	Channelize & Prohibit Pkg.	15,000*
N. E. Portland	N.E. 12th Ave.- Parkrose	5.0	4-Lane Chann. @Killingsworth	1,000,000*
Hillsboro- Silverton	On College St. at 1st St.	0.02	Revise Signals & Signs	5,000*
Hillsboro- Silverton	On 1st St. at Pacific Highway West	0.01	Signalize	5,000*
Beaverton- Tualatin	On Hall St. between Hwy. 29 & 1st St. S.E.	0.20	Upgrade Signals & Sign	5,000*

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## (Fiscal Budget 1968 State Construction-Continued)

Highway	Section	Length	Type Work	Amount
Cascade	Crystal Springs Blvd. Intersection	0.04	Signals & Left Turn Channel.	15,000*
Cascade	Killingsworth-SPRR (on N.E. 82nd)	9.56	Computer Sigs. & Channel.	500,000*
Cascade	On Washington Ave. between 14th & 12th Sts.	0.13	3-Phase Sigs; Sign; Strip	10,000* \$2,020,000
DIVISION II				
Pacific	Fargo Road Interchange	-	Grade and Pave	255,000
Pacific East	Pacific Hwy.E. between Young & Cleveland Sts.	0.17	Channelize & Signals	10,000*
Pacific East	Grade Crossing S.P. Railroad	0.01	RR X'ing Protection	20,000*
Pacific East	Marion & Commercial between High & State Sts.	0.60	Channel; Sign; Remove Pkg.	3,300*
Pacific East	Center & Liberty between High & State Sts.	0.40	Channel; Sign; Remove Pkg.	2,000*
Pacific West	Pacific Hwy. West at Old Sheridan Road	0.07	Sign and Channelize	15,000*
Pacific West	N.3rd St. between VanBuren & Adams Sts.	0.40	Update Signals	15,000*
Oregon Coast	South City Limits, Seaside	0.06	Grade; Pave; 4 Lane	200,000*
Oregon Coast	N.C.L.Lincoln City- Lake Blvd. (co-op)	0.8	Grade; Pave; 4 Lane	350,000
Oregon Coast	Lake Blvd.-"D" River (Ocean Lake)	1.2	1-1/2" x 60'- 80' Overlay	85,000
Alsea	Hide Creek-Marys River	6.3	2" x 40' Overlay	250,000
Albany- Corvallis	1st Ave. & Lyons St. between Ellsworth & 3rd Ave.	0.21	Signs; Signals; Prohibit Pkg.	10,000*

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## (Fiscal Budget 1968 State Construction-Continued)

DIVISION II (Continued)

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Albany-Junction City	Cox Cr.-Chicago St. (Albany) (co-op)	0.5	Grade and pave	110,000
Kings Valley	Polk Station-Dallas	2.6	3- $\frac{1}{2}$ " x 30' Overlay	130,000
Nehalem	4 miles east of Olney	1.0	Widen Shoulders; Sign	5,000*
Woodburn-Estacada	Pudding River (Killin) Bridge	-	Grade;Pave; Structure	250,000
Silver Creek Falls	North Fork Silver Creek Falls	1.0	Widen Roadbed	75,000*
				<u>\$1,785,300</u>

DIVISION III

Oregon Coast	Sherman Ave. at Virginia Ave. (North Bend)	0.1	One-way Couplet	300,000*
Oregon Coast	Broadway Ave.No.between Commercial & Curtiss	0.20	Modernize Signals	30,000*
Oregon Coast	Elk River	1.4	Grade;Pave; Structure	500,000
McKenzie	McVay Junction	0.55	Install 12-inch Lenses	7,500*
Rogue River	Rogue River Hwy. at Depot Street	0.03	Signs;Install Overhead Lights	10,000*
Rogue Valley	Central & Riverside Couplet (Medford)	3.0	Widen; Signal System Network	500,000*
Springfield-Creswell	Springfield City Limits (Jasper Road)	0.49	Left Turn Channel	25,000*
Junction City-Eugene	Blair Blvd. between Adams St. & 7th Ave. (Eugene)	0.05	Signs;Signals; Remove Parking	10,000*
Oakland-Shady	North Hill-Deer Creek	0.57	Grade;Pave; Structure	450,000

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## (Fiscal Budget 1968 State Construction-Continued)

DIVISION III(Continued)

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Cape Arago	Virginia Ave.between Sherman & Meade (North Bend)	0.20	Update Signals & Signs	5,000*
Cape Arago	Sunset Bay-Shore Acres	1.0	Widen; Pave Shoulders	25,000*
Coos River	Near Allegany	1.0	Grade; Widen Roadbed	350,000*
Empire-Coos Bay	Woodland Drive-Central Ave. (co-op)	1.12	Widen; 4 Lane	400,000
Empire-Coos Bay	Central Ave. (14th St.-Bayshore Dr.)	0.76	One-Way Couplet	200,000*
Medford-Provolt	Main St. between 6th & Fir Sts.	0.56	Sign; Signals; Channelize	20,000*
				<u>\$2,832,500</u>

DIVISION IV

The Dalles-California	Jct. Sherars Br. Hwy. (Tygh Valley)	1.0	Channelize Intersection	25,000*
Central Oregon	Riverside Blvd.-Bond St. (Bend)	0.25	One-way Couplet	100,000*
Santiam	Lost Lake Creek-Hogg Rock Summit	1.9	4-Lane	800,000
K.Falls-Lakeview	Nine Miles East of Quartz Mountain	1.0	Reshape Pvm.; Guard Rail	15,000*
Mt. Hood	Hood River Bridge	0.2	Bridge & Approaches	500,000*
Lakeview-Burns	Fifteen Miles South of Suntlet	1.0	Improve Shoulders	5,000*
Hood River	Indian Creek	0.41	Grade & Pave	285,000
Hood River	Orchard Road-Tucker Bridge	2.6	Grade & Pave	265,000
Century Drive	Franklin Ave. at E. 3rd St. (Bend)	0.05	Install 3-Phase Signal	5,000*

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## (Fiscal Budget 1968 State Construction-Continued)

DIVISION IV (Continued)

<u>Highway</u>	<u>Section</u>	<u>Length</u>	<u>Type Work</u>	<u>Amount</u>
Redmond-Bend	Near Jct. McKenzie-Bend Hwy.	1.0	Widen Shoulders; Improve Signs	5,000*
Paulina	M.P. 16.00 to M.P. 17.00	1.0	Improve Signs; Resurface	5,000*
Midland	Washburn Way at South 6th St.	0.15	Signals & Revise Channel	3,000*
				<u>\$2,013,000</u>

DIVISION V

John Day	Eightmile Road-Shutler Station	3.72	Grade and Pave	280,000
John Day	Mayville	1.0	Widen Shoulders; Control Parking	10,000*
John Day	Shelton State Park	1.0	Pave Shoulders	5,000*
John Day	Devils Gulch	1.0	Widen Shoulders; Improve Signs	10,000*
Old Oregon Trail	2nd St.-Wash.Ave. on Broadway & Main (Baker)	0.2	Signals; Channelize	25,000*
Central Oregon	Malheur River-Malheur County Line	5.58	Grade & Pave	450,000
Enterprise-Lewiston	Three Miles South of Flora	1.0	Widen Shoulders; Improve Signs	10,000*
Baker-Unity	Dewey Ave. at Aurburn Ave. (Baker)	0.01	Signals; Channelize	50,000*
Pendleton-John Day	Gurdane Road-Battle Mountain	7.13	Grade & Pave	895,000
Wasco-Heppner	M.P. 48.0 to M.P. 50.0	2.0	Widen Shoulders; Improve Signs	10,000*
Medical Springs	M.P. 5.0 to M.P. 6.0	1.0	Widen Shoulders; Improve Signs	5,000*
Ukiah-Hilgard	Dark Canyon Road-Spring Creek Road	1.0	Widen Shoulders; Improve Signs	10,000*
				<u>\$1,760,000</u>

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The Citizens Committee for Highway Safety, Oregon City, came before the Commission to urge modernization of the Clackamas Highway between Estacada and Rock Creek. The following people were present: David Edwards, James L. Brown, Howard Belton, Wendell Weaver, Bertha Gentemann, Marion Sutton, Pat Peterson, Mary Lou Somerville, Lucy Broadhurst, Abbie Armstrong, Clifton Walter, Mabel Baker, Ruie Salter, Lucile Jenkins, Lloyd H. Ewalt, O. D. Bowman, K. M. Puckett, Rose Marx, Gladys Parker, Marguerite E. Keller, Mavis Studer, Terry Bristow, Peggy Logan, Robert Vick, Bob Conrey, Hans J. Lensch, Walter Smith, Harry A. Buhlinger, Mrs. Delbert Gant, Mrs. Ralph Simonson, Mrs. Velma Durham, Mrs. Robert Judd, Mrs. W. H. Conrey, Mrs. G. E. Becker, Ora P. Gaylord, Delbert Nordquist, Von A. Gray, H. M. Hauke, A. O. Cyrus, Ormal B. Trick, H. C. Sanders, R. W. Judd, David Horner, William H. Conrey, Jim Woodward, Walter P. Sagner, Harry Collins, G. F. Patterson, Ron Fowler, Laura M. Lucas, Duane L. Day, Leo Lippincott, S. S. Dunlop, W. Weaver, E. E. Allen, R. A. Schmidt, R. E. Cody, Raymond Hayden, and Mrs. Billy Griggs.

Mr. James L. Brown, who acted as spokesman, introduced Mr. David Edwards, President of the Estacada Commercial Club. Mr. Edwards commented on two particularly dangerous locations: one at Dead Man's Curve near mile point 21, and two 90 degree curves near the Eagle Creek post office. Secondly, modernization of the highway from Estacada to Rock Creek. This highway, he said, is heavily traveled, particularly by log trucks and tourists, and carries a greater volume than most primary highways. Approximately 230 loads of logs per day are hauled over this section, in addition to school buses and other trucks.

In response to the Chairman's inquiry as to what it would cost to improve this section, the Engineer stated that the Bureau of Public Roads has received bids on a section above Estacada which will cost about 4 million dollars. He estimated cost of improving the highway between Eagle Creek and Estacada at near 3 million dollars. A study has been made on this section and it is felt that reconstruction is necessary. The section from Eagle Creek to Clackamas he estimated would cost between 4 and 5 million.

Mr. Brown pointed out that the highway is a great revenue producer in hauling fees and gas tax. At least four fatalities occurred during the last summer and there have been many other violent accidents. He asked that immediate action be taken to relieve the hazard at Dead Man's Curve and at the two curves near the Eagle Creek post office. Chairman Jackson stated that more money than the Commission now has will be required to take care of urgent highway needs and legislative action will determine how much money will be available. An investigation, he said, will be made particularly on the two critical areas mentioned and every effort will be made to find a solution.

Mrs. Beulah Hand, State Representative, requested that signing at the Hayesville Interchange on the Pacific Highway north of Salem should be changed so that the Oregon City sign would indicate to tourists that they could reach Portland via the Pacific Highway East or Portland via Oregon City. She commented that the signs have been changed and now

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do not indicate that tourists can get to Portland via Oregon City. This lack of signing discourages tourists from using the Pacific Highway East to the detriment of business interests in Clackams County. The Chairman thanked Mrs. Hand for bringing the subject to the Commission's attention.

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

"Bargain and Sale Deed" conveying to R. R. and Julia M. Pettit 108 square feet of right of way on the South Pendleton Interchange-Court Place Section of the Oregon-Washington Highway in Umatilla County.

"Bargain and Sale Deed" conveying to M. S. and Irene Biden 0.6 acre of land on the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

"Bargain and Sale Deed" conveying to Lottie A. Chrisman a parcel of land on the Wallowa-Lostine Section of the Wallowa Lake Highway in Wallowa County.

"Bargain and Sale Deed" conveying to Murakami Farms, Inc., 2.0 acres of land on the Ontario-Nyssa Section of the Old Oregon Trail in Malheur County.

"Indenture" with George E. and Pearl H. Strouts covering a parcel of land on the Sweet Home-Foster Section of the Santiam Highway in Linn County.

"Bargain and Sale Deed" conveying to Hines Lumber Company 1.5 acres of land on the Sage Hen Hill-Harney Section of the Central Oregon Highway in Harney County.

"Indenture of Access" to Marvin B. and Tracy M. Cross property on East Fork Illinois River Bridge Section of the Redwood Highway in Josephine County.

"Indenture of Access" to William C. and Ophelia M. Gary property on Alsea Mountain Section of the Alsea Highway in Benton County.

"Indenture of Access" to Olaf M. and Violet I. Oja property on Duncan Road-Sandy Section of the Mt. Hood Highway in Clackamas County.

"Indenture of Access" to Agnes G. Schucking property on Independence Junction-Bonneville Station Section of the Willamina-Salem Highway in Polk County.

"Indenture of Access" to Carson E. and Sadie B. Berger property on Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

"Indenture of Access" to Beulah M. and Darwin Ingalls and Mary Ann and James S. Turner property on Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County.

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"Grant of Access" to Bonneville Power Administration on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County.

"Access Road Easement" to Bonneville Power Administration covering the Douglas County Line-Hauser Section of the Oregon Coast Highway in Douglas County.

"Relinquishment of Title and Grant of Easement" to Multnomah County covering land on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County.

"Lease Renewal" with Richard and Ann Thomas for the concession at Depoe Bay State Park extending the terms to January 1, 1970.

"Agreement" with Bureau of Public Roads and Portland General Electric Company concerning adjustment and relocation of facilities in connection with the construction of a section of the Clackamas Highway between Estacada and Faraday in Clackamas County.

"Cooperative Construction Finance Agreement" with the City of Dallas covering the Main Street-Jefferson Street Section, one-way couplet, of the Kings Valley Highway in Polk County.

"Agreement" with the City of Canyonville covering the illumination of First and Fifth Streets in Douglas County.

"Supplemental Throughway Agreement" with Umatilla County pertaining to the West Pendleton Interchange of the Pendleton Section of the Old Oregon Trail in Umatilla County.

"Supplemental Throughway Agreement" with Morrow County pertaining to the Paterson Ferry Road Undercrossing and frontage road of the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail in Morrow County.

"Agreement" with the Washington State Highway Commission transferring to them certain facilities at the Megler Ferry Landing.

"Agreement" with the Southern Pacific Company providing for widening of existing railroad overcrossing structure on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

"Agreement" with the Central Oregon Irrigation District allowing the State to encroach on the District's right of way for the purpose of widening a structure over their canal on The Dalles-California Highway in Deschutes County.

"Agreement" with the Hermiston Irrigation District and Bureau of Reclamation covering the reconstruction of irrigation facilities which are in conflict with the proposed future construction of Hermiston-Hinkle Section of Hermiston Highway in Umatilla County.

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"Construction Agreement" with the City of Gaston covering the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

There being no further business to conduct, the meeting was adjourned by the Chairman at 11:20 a.m.

Forrest Cooper  
State Highway Engineer

Glenn L. Jackson  
Chairman

Kenneth N. Fridley  
Commissioner

Floyd Query  
Secretary

David B. Simpson  
Commissioner

Salem, Oregon  
December 19, 1966

The Oregon State Highway Commission met in regular session at 9 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  
Tom Edwards, Assistant State Highway Engineer  
Lloyd P. Shaw, Assistant State Highway Engineer  
F. B. Klaboe, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
G. E. Rohde, Chief Counsel  
Frank C. McKinney, Assistant Counsel  
David H. Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary

Others present were Ted Dec, representing the Division Office of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Park Superintendent; John Oakes, Assistant Right of Way Engineer; and John Earley, Information Officer.

The Commission approved the minutes of the meeting held on November 22, 1966.

Chairman Jackson brought up the matter of the Sequoia trees along McLoughlin Boulevard (99E) north of Milwaukie. He mentioned that the proposed removal of these trees has caused a considerable number of protests. To clarify the matter, the Chairman proposed that a press release be prepared outlining the Highway Department's position as to what is to be done to the trees in the proposed widening of the highway. The Engineer stated that no formal plan has yet been prepared. The Chairman requested that a press release be prepared and submitted to the Commission for study. Commissioner Fridley inquired as to the plan proposed by Commissioner Bean of the City of Portland. The Deputy Engineer replied that a copy of his plan had been received in the Administrative Office.

The Right of Way Engineer presented a list of options, pages 1 through 42, secured for acquisition of real property needed for State Highway use or other purposes. The amounts offered, he said, are based upon careful appraisals and are in order for Federal-aid. 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 confirmed closing the options which had been sent to them for approval since the last Commission meeting.



They also approved those options presented for the first time at this meeting, and thereupon adopted "Right of Way Resolution No. 38," 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. He mentioned that miscellaneous sales from November 14 to December 9, 1966, amounted to \$37,695; land sales totaled \$5,425; and rental receipts for the month of November were \$9,835.39. The Commission accepted the report.

Authority was requested by the Right of Way Engineer to offer at public sale two parcels of property. These parcels, he said, are no longer needed for highway purposes. Minimum values have been determined by appraisal and access and other conditions of sale are consistent with those available to other properties in the vicinity. The Commission authorized sale of the properties and thereupon adopted "Real Property Resolution Nos. 471 and 472," which resolutions by this reference are made a part hereof and filed in the Secretary's Office.

- (1) 0.36 acre, File 6963, on the east side of the Pacific Highway West northerly from Tigard in Washington County, for not less than \$11,000. The sale is to be subject to signboard and junkyard exclusion clauses. One access is to be permitted opposite S. W. 69th Street. The Bureau of Public Roads is not involved. (See "Real Property Resolution No. 471")
- (2) 2.77 acre, File 2086, formerly The Dalles Maintenance Site on the Columbia River Highway in Wasco County, for not less than \$23,000. A public auction was held October 12, 1966, but no bids were received based on a minimum value of \$28,000. The sale is to be subject to signboard and junkyard restriction clauses and no access is to be permitted to the freeway. No Federal funds are involved. He explained that when no bids were received in October the property had been reappraised, and \$23,000 had been determined as the fair market value. (See "Real Property Resolution No. 472")

"Indentures of Access" providing for changes in location and widening of points of access were presented by the Right of Way Engineer. He commented that the proposed changes are for the protection of the traveling public and for the benefit and convenience of the property owners. The Commission approved the following "Indentures":

- (1) Meyer property, File No. 18687, for a change in location and widening to 35 feet in width of one unrestricted point of access on the westerly side of the Pacific Highway West in Tigard, Washington County. Approval by the Bureau of Public Roads was given October 25, 1966.
- (2) Meyer property, File No. 18688, for a change in location and widening to 35 feet of one unrestricted point of access on the westerly side of the Pacific Highway West in Tigard, Washington County, to accommodate a proposed service station. One existing access is to be eliminated. Approval by the Bureau of Public Roads was given October 25, 1966.
- (3) Venn property, File Nos. 30734 and 30735, for a change in location and widening to 35 feet in width on four points of unrestricted access on the northerly side of the Eugene-Springfield Highway in Springfield, Lane County, to provide access to a proposed shopping center. Approval by the Bureau of Public Roads was given November 2, 1966.

Consideration was given to a proposed ten-year lease agreement with Dan Davis allowing him to use 15,620 square feet of land on the Sunset Interchange-Marquam Bridge Section of the Stadium Freeway in Multnomah County for parking of vehicles only. The property has been appraised and a fair rental rate of \$300 per month has been set. The lessee also is to pay taxes on the land and the cost of improvements including blacktopping, guardrail and catch basins. The lease is subject to cancellation upon 90 days' notice. No advertising signs or junkyard use will be permitted and no access is to be permitted to S.W. 5th Avenue. The Chairman inquired if the use of this property is such as would allow competitive bidding. The Right of Way Engineer explained that it is landlocked and Mr. Davis is the only logical user. The Commission approved the lease agreement.

Three demolition contracts for the removal of buildings and structures on highway right of way were presented by the Right of Way Engineer. He mentioned that it had not been possible to dispose of these properties by public sale and bids for removal had been received. The Commission approved the following contracts and authorized the Secretary to sign them in their behalf:

- (1) Removal of three buildings, grading, and clean up on the Fremont Interchange-Sunset Interchange Section of the Stadium Freeway in Multnomah County. Three bids were received, the lowest bidder being Atlas Building Wreckers in the amount of \$2,845.
- (2) Removal of buildings, grading, and clean up on the Fremont Street Connection to I-5 Section and North Portland Harbor-Russell Street Section of the Pacific Highway in Multnomah County. Four bids were received, the low bidder being Abco Wrecking Company in the amount of \$4,495.

- (3) Removal of 24 buildings, grading, and clean up on the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway in Lane County. Three bids were received, the lowest bidder being D S L, Inc., in the amount of \$4,424.

The Chief Counsel presented a list of properties needed for the uses indicated therein and 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 Department 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. 2368 through 2383," which resolutions by this reference are made a part hereof and filed in the Secretary's Office. (For additional information, see the Chief Counsel's letter dated December 16, 1966, on "Recommendations for Condemnation" in the Salem Office.)

A report on cases tried in court was presented by the Chief Counsel. He mentioned that the total amount awarded was approximately 40% above the total amount offered. 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>Defendants Demand</u>	<u>Verdict</u>
L-5011 Rose Mueller, et al.	Umatilla	Old Oregon Trail	Morrow Co. Line-Stanfield Junction	\$ 3,700.00	\$ 35,914.00	\$ 6,890.00
L-4994 J. F. Riley, et al.	Umatilla	Old Oregon Trail	Morrow Co. Line-Stanfield Junction	1,070.00	30,000.00	2,570.00
L-4807 Robert P. Weil, et al.	Wash.	Beaverton-Tigard	Sunset Hwy.- Pacific Hwy.	48,290.00	168,000.00	64,500.00

(For additional details, see the Chief Counsel's letter dated December 14, 1966, on "Report of Cases Tried" in the Salem Office, General Files.)

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A report was also presented by the Chief Counsel concerning cases which have been settled out of court. The total of the settlements, he said, is approximately 3.5% above appraised value. 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-5165 Vira Corp.	Lane	Pacific	Albany-Judkins Pt.	\$ 250.00	\$ 250.00
L-5142 Imal O. Taylor, et al.	Clackamas	Clackamas	Pacific Hwy. East-Cascade Hwy.	10,750.00	10,750.00
L-5110 Bill VanHoozer, et al.	Columbia	Columbia River	Delena-Rainier	100.00	200.00
L-5170 Carl C. Brown, et ux.	Lane	Springfield-Creswell	Pleasant Hill-Creswell	725.00	1,150.00
L-4958 Edward W. Jenks, et al.	Linn	Corvallis-Lebanon	Orleans-Lake Creek	10,000.00	11,800.00
(Revised appraisal made near time of taking indicated value at \$11,550.)					
L-5064 The Irwin-Hodson Co., et al.	Multnomah	Oswego	Lowell St.-South City Limits (Portland)	126,150.00	142,500.00
(State's high appraisal was \$139,000.)					
L-5107 Martha V. Daniel, et vir.	Columbia	Columbia River	Delena-Rainier	650.00	775.00
L-5197 J. S. Lydiard, et ux.	Jackson	Crater Lake	Biddle Road Interchange	151,600.00	166,000.00
(State had two appraisals made; one showed a value of \$151,600; the other, a staff appraisal, showed \$167,500.)					

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REPORT OF CONDEMNATION CASES SETTLED (Continued)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
L-4964 Fred Meyer, Inc.	Wash.	Beaverton-Tigard (50,500 square feet)	Sunset Hwy.- Pacific Hwy.	\$50,500.00	
Fred Meyer, Inc. (Not included in above condemnation action. Descriptions prepared and submitted by engineer subsequent to filing complaint.)	Wash.	Beaverton-Tigard (9,780 square feet)	Sunset Hwy.- Pacific Hwy.	15,620.00	
Hollywood Co.	Wash.	Beaverton-Hillsdale (800 square feet)	Beaverton-Jamison Rd.	1,280.00	
Hollywood Co.	Wash.	Beaverton-Hillsdale (1,000 square feet)	Beaverton-Jamison Rd.	1,600.00	
					\$90,000.00 to be paid.
L-4955 Louis B. Croston, et ux.	Lincoln	Corvallis-Newport (Original offer was on the premise that the landowner would be able to replace the water supply to his remaining property. State's geologist, following construction, has determined that the replacement of the water supply will be virtually impossible.)	Toledo	6,900.00	\$10,000.00
L-5067 Washington County School District No. 23	Wash.	Beaverton-Tigard (See next entry.)	Sunset Hwy.- Pacific Hwy.	\$ 3,250.00	

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REPORT OF CONDEMNATION CASES SETTLED (Continued)

<u>Case</u>	<u>County</u>	<u>Highway</u>	<u>Section</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
Washington County School District No. 23	Wash.	Beaverton-Tigard	Sunset Hwy.- Pacific Hwy.	None	\$ 6,125.00
(The taking of 1.3 acres from the Phil Lewis School reduced the remaining area below the minimum standards of the State Board of Education for a school of this size.					
The minimum price to the school for purchasing the only available land to replace the taking was \$5,000. In addition an allowance of \$1,125 is provided for fencing between the school property and the area taken.)					

(For additional details, see the Chief Counsel's letters of December 15 and December 16 concerning "Cases Settled" in the Salem Office, General Files.)

A report was also made by the Chief Counsel concerning trial and settlement of cases other than condemnation. The Commission approved the report, which is summarized as follows:

REPORT OF OTHER CASES SETTLED

<u>Case</u>	<u>Defendant</u>	<u>County</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>
L-5178 State of Oregon	Robert C. Ferch	Multnomah	Guardrail Damage	\$192.73
				(Settlement \$192.73)

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-5132 State of Oregon	Clayton R. Clampitt	Multnomah	Guardrail Damage	\$113.49 plus costs and atty. fees.	\$113.49

(For additional details, see the Chief Counsel's letter of December 14 concerning "Trial and Settlement of Cases other than Condemnation" in the Salem Office, General Files.)

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Confirmation of telephonic approval given by the Commission on offers made to the owners of real property prior to the institution of condemnation proceedings was requested by the Chief Counsel and confirmed by the Commission as follows:

#### BIDDLE ROAD INTERCHANGE SECTION OF THE CRATER LAKE HIGHWAY

R-39401 - Alton M. Anderson, et al. 300 square feet, more or less, for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson December 8, 1966.

R-39809 - Alton M. Anderson, et al. 0.02 acre for right of way purposes. Offer of \$3,000.00 approved by Mr. Jackson December 8, 1966.

#### CASCADE LOCKS-VIENTO SECTION OF THE COLUMBIA RIVER HIGHWAY

R-39110 - Francis Wholesale, Inc. 1.06 acres for right of way purposes. Offer of \$100.00 approved by Mr. Jackson November 21, 1966.

R-39111 - Bernard Felix Meinikheim, et ux. Parcel No. 1: 15.4 acres for right of way purposes; Parcel No. 2: 12.1 acres for permanent easement. Offer of \$2,500.00 approved by Mr. Jackson November 21, 1966.

#### DELAKE SECTION OF THE OREGON COAST HIGHWAY

R-38983 - Richard A. Sherrell, et ux. Parcel No. 1: 0.09 acre for right of way purposes; Parcel No. 2: 0.25 acre for permanent easement. Offer of \$600.00 approved by Mr. Jackson November 29, 1966.

#### DESCHUTES RIVER STATE RECREATION AREA

R-31292 - Columbia-Deschutes Power Company. Parcel No. 1: 195 acres for park purposes; Parcel No. 2: 130 acres for park purposes; Parcel No. 3: mineral rights and easement. Offer of \$81,250.00 approved by Mr. Fridley December 5, 1966.

#### LAPINE STATE RECREATION AREA

R-40087 - Inez Toledano Kellems. 20 acres for park purposes. Offer of \$12,200.00 approved by Mr. Fridley December 1, 1966.

#### LITTLE BEECH CREEK-MT. VERNON SECTION OF THE PENDLETON-JOHN DAY HIGHWAY

R-39850 - Roy Kilpatrick. Parcel No. 1: 24.1 acres for right of way purposes; Parcel No. 2: 0.8 acre for temporary easement. Parcel No. 3: 2.2 acres for permanent easement; Parcel No. 4: 0.13 acre for permanent easement; Parcel No. 5: 1.77 acres for permanent easement. Offer of \$4,275.00 approved by Mr. Fridley December 7, 1966.

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#### LITTLE BEECH CREEK-MT. VERNON SECTION OF THE PENDLETON-JOHN DAY HIGHWAY

R-39851 - Daniel Langenfeld, et ux. Parcel No. 1: 5.4 acres for right of way purposes; Parcel No. 2: 0.01 acre for permanent easement; Parcel No. 3: 0.7 acre for permanent easement; Parcel No. 4: 1.7 acres for permanent easement. Offer of \$2,050.00 approved by Mr. Fridley December 8, 1966.

R-39852 - Gertrude Green Bennett and Zella Green Lee. 3.8 acres for right of way purposes. Offer of \$875.00 approved by Mr. Fridley December 6, 1966.

R-39854 - Dolores C. Tomlinson. Parcel No. 1: 0.07 acre for right of way purposes; Parcel No. 2: 0.24 acre for right of way purposes. Offer of \$200.00 approved by Mr. Fridley December 7, 1966.

R-39856 - E. H. Rehder. 0.8 acre for right of way purposes. Offer of \$7,100.00 approved by Mr. Fridley December 8, 1966.

R-39857 - Miles F. Gilman, et ux. 0.22 acre for right of way purposes. Offer of \$6,610.00 approved by Mr. Fridley December 9, 1966.

R-40152 - R. E. Sproul. Acquisition of access. Offer of \$25.00 approved by Mr. Fridley December 9, 1966.

#### PACIFIC HIGHWAY EAST-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY

R-38388 - Irvin G. Reinke, et ux. 0.45 acre for right of way purposes. Offer of \$4,500.00 approved by Mr. Jackson November 23, 1966.

R-38470 - Ross Enyart, et ux. 1.25 acres for right of way purposes. Offer of \$3,750.00 approved by Mr. Jackson December 5, 1966.

R-38490 - Charles David Gorn, et ux. 0.58 acre for right of way purposes. Offer of \$18,000.00 approved by Mr. Jackson November 22, 1966.

#### PENDLETON SECTION OF THE OLD OREGON TRAIL HIGHWAY

R-38891 - Walter Woodrow Sinclair, et ux. 9,000 square feet for right of way purposes. Offer of \$7,000.00 approved by Mr. Fridley December 5, 1966.

R-38904 - Teddy Jo Forth. 3,312 square feet for right of way purposes. Offer of \$3,166.65 approved by Mr. Fridley November 29, 1966.

R-39098 - Garnet E. Luck. 1.6 acres for right of way purposes. Offer of \$58,350.00 approved by Mr. Fridley November 22, 1966.

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ROSS ISLAND BRIDGE-REEDWAY SECTION OF THE PACIFIC HIGHWAY EAST

R-40208 - George S. Walker, Alexander W. G. Smith and Russell W. Yearly, co-partners doing business as Walker Truck and Trailer. 11,120 square feet for right of way purposes. Offer of \$21,600.00 approved by Mr. Jackson December 8, 1966.

SMITH POINT-CAMP RILEA SECTION OF THE OREGON COAST HIGHWAY

R-35450 - Harley J. Hamilton, et ux. 0.42 acre for right of way purposes. Offer of \$7,450.00 approved by Mr. Jackson November 29, 1966.

SOUTH PENDLETON INTERCHANGE-COURT PLACE SECTION OF THE OREGON-WASHINGTON HIGHWAY

R-39539 - George L. Challis, et ux. 5,000 square feet for right of way purposes. Offer of \$4,700.00 approved by Mr. Fridley November 29, 1966.

R-39544 - J. Nugent Powers, et ux. 5,000 square feet for right of way purposes. Offer of \$7,500.00 approved by Mr. Fridley November 28, 1966.

TUALATIN RIVER BRIDGE SECTION OF THE BEAVERTON-TUALATIN HIGHWAY

R-36079 - Mabelle W. Jeffcott. 0.14 acre for right of way purposes. Offer of \$1,000.00 approved by Mr. Jackson November 28, 1966.

UPPER BOONES FERRY ROAD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY

R-36033 - Pettijohn Engineering Company. 62,590 square feet for right of way purposes. Offer of \$13,475.00 approved by Mr. Jackson November 23, 1966.

A report was made by the Chief Counsel on orders received from the Public Utility Commissioner concerning highway crossing matters as follows:

FUX 546: This involves signalization at the private road crossing of Crown Zellerbach Corporation with U. S. Highway 30 and the Scappoose-Pittsburg County road in Columbia County. An order was issued December 6, 1966, changing the existing signalization to conform with the stipulation between the Public Utility Commissioner, the State Highway Commission, the private parties involved and Crown Zellerbach Corporation.

FUX 612: This involves an application by the Highway Commission to construct an overcrossing over the tracks and right of way of the Mt. Hood Railroad, known as the Paasch Road Overcrossing on the Paasch County Road, FAS 873, in Hood River County, and to remove, vacate and abandon an existing overcrossing structure south of the proposed structure. The order was issued December 5, 1966.

Institution of legal proceedings in the case of Barbara Davenport vs. the State Highway Commission and A. W. Bates, L-5206, was reported by the Chief Counsel. This action, he said, was commenced in the Circuit Court of Multnomah County by the plaintiff to recover \$5,950 special damages and \$75,000 general damages, plus costs. The plaintiff was a passenger in a motor vehicle on the McKenzie Highway near Blue River in Lane County, and was involved in an accident on a detour used for highway construction. The contract for the construction had been awarded to Babler Brothers, Inc., by the Bureau of Public Roads. The State's insurance carrier has accepted the defense of the State employee. The Commission accepted the report.

A compromise settlement of a damage claim involving Pacific Intermountain Express was discussed. The Chief Counsel commented that on December 31, 1965, an accident had occurred on the Pacific Highway at the South Umpqua River-Missouri Bottom Bridge about seven miles north of Canyonville in Douglas County. The Pacific Intermountain Express truck had skidded and damaged the bridge structure. Other vehicles were involved including a state police officer who stated that the truck was proceeding cautiously and had skidded only when brakes were applied to avoid the wrecked passenger cars. As it would be difficult to prove negligence on the part of the truck driver, the Chief Counsel recommended that a settlement of one half the original claim of \$3,594.64 or \$1,797.32 be accepted. The Commission accepted the settlement.

Chairman Jackson commented on the report recently made by the U.S. General Accounting Office concerning collapse of the John Day Bridge on the Columbia River Highway in December 1964. He pointed out that it has been made to appear that the State had taken unilateral action, without approval of the Bureau of Public Roads or the Army Corps of Engineers, in making changes in excavation for pier construction which resulted in the collapse of one pier during the extreme high water in December of 1964. It was the Commission's understanding, he said, that the specifications set up in the contract allowed considerable leeway in determining the pier footing. He also pointed out that determination of the pier footing elevation was an on-the-job decision, with

Bureau of Public Roads and Corps of Engineers personnel being fully advised. Corps of Engineers equipment was used in making the tests to determine the footing material. Following these field decisions, and as a routine procedure, letters had been received by the State from the Federal agencies accepting the revised elevation for the pier footing. The Chairman then asked the State Highway Engineer to comment on the matter. He stated that although he had not seen the GAO report, no changes had been made in the original contract specifications. Changes in elevation for pier construction had been discussed in the field by representatives of the three agencies involved and the testing of the foundation material had been done with Army Corps equipment. Approval of the elevation for the base of the pier was later confirmed in writing by the Army Corps of Engineers and the Bureau of Public Roads. The Chairman stated that the Commission will stand on the record to secure payment from the Federal agencies for loss of the pier.

Selection of a name for the park area north of the City of Ontario between the Old Oregon Trail and the Snake River in Malheur County was brought up. The Engineer stated that the State Parks and Recreation Advisory Committee has requested that the area be called Ontario State Park and he so recommended. The Commission approved the name and thereupon adopted "State Parks Resolution No. 3-4X," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission also considered a resolution outlining the organization and responsibilities of the State Parks and Recreation Advisory Committee. The Engineer pointed out that although this Committee has functioned for many years, no official guidelines have been established. The proposed resolution designates the duties of the committee, the maximum number of members, the geographical distribution of members, meeting times, and other matters. Following his favorable recommendation, the Commission adopted the resolution known as "State Park Resolution No. 27," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Chairman complimented the State Parks and Recreation Advisory Committee on the fine service they have rendered in advising the Highway Commission on park matters. The committee, he said, has worked hard to understand park problems and their contribution to Oregon's Park System has been outstanding.

Disposal of an old 80-foot steel pony truss on the Wallowa Lake Highway in Wallowa County was considered. The Engineer explained that the structure is being replaced with a new bridge. The County in 1922 built the original bridge and shared in its cost. The County now wishes to acquire the old bridge for use on one of its County roads and has offered to remove the bridge at no cost to the State in order to salvage the truss. The Commission accepted the Engineer's recommendation that the old truss be turned over to the County at no cost.

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Disposition of a 100-foot steel pony truss known as the Mt. Vernon Bridge over the John Day River on the John Day Highway in Grant County was discussed. Grant County, the Engineer said, has offered to purchase the old truss for \$1,770.84 and has deposited the money with the State. The old bridge is being replaced by a new one, and as the old structure is not suitable for reuse on State highways, he recommended that the County's offer be accepted. The Commission approved the transaction as presented.

Allocation of 1968 Federal-aid Secondary funds to the various counties was considered. The Engineer pointed out that the allocation has been computed in accord with the formula developed by the Association of Oregon Counties, using the official 1960 census and county road mileages as of January 1, 1966. The Commission approved the following allocations:

FISCAL YEAR 1968 FAS ALLOCATION TO COUNTIES

<u>County</u>	<u>FEDERAL FUNDS</u>	<u>TOTAL FUNDS</u> <u>Including State's and</u> <u>Counties' Match Money</u> <u>(Rounded to Thousands)</u>
Baker	\$ 38,490	\$ 64,000
Benton	48,774	81,000
Clackamas	158,894	265,000
Clatsop	42,554	71,000
Columbia	47,642	79,000
Coos	81,533	136,000
Crook	37,602	63,000
Curry	38,674	64,000
Deschutes	43,145	72,000
Douglas	111,043	185,000
Gilliam	27,111	45,000
Grant	33,776	56,000
Harney	38,065	63,000
Hood River	38,266	64,000
Jackson	86,198	144,000
Jefferson	34,338	57,000
Josephine	50,121	84,000
Klamath	70,831	118,000
Lake	36,749	61,000
Lane	164,444	274,000
Lincoln	48,677	81,000
Linn	87,961	147,000
Malheur	73,468	122,000
Marion	131,308	219,000
Morrow	37,061	62,000
Multnomah	240,528	401,000
Polk	48,810	81,000
Sherman	26,104	44,000

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## FISCAL YEAR 1968 FAS ALLOCATION TO COUNTIES-Continued

County	FEDERAL FUNDS	TOTAL FUNDS Including State's and Counties' Match Money (Rounded to Thousands)
Tillamook	\$ 47,584	\$ 79,000
Umatilla	80,670	134,000
Union	37,079	62,000
Wallowa	35,262	59,000
Wasco	40,085	67,000
Washington	141,219	235,000
Wheeler	23,875	40,000
Yamhill	60,720	101,000
Total.....	\$2,388,661	\$3,980,000

## SUMMARY, ENTIRE STATE-FISCAL YEAR 1968 COUNTY FAS FUNDS

Total Federal Funds for Construction (50% of Oregon's apportionment less planning survey funds)...	\$2,388,660
Plus estimated required match money.....	State Funds 795,670
	County Funds 795,670
TOTAL COUNTY FAS FUND.....	\$3,980,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with State and County funds estimated to be approximately 20% each.

Requests were received from Jefferson and Lake Counties for 1967 and 1968 Federal-aid Secondary Projects. A request was also received from Deschutes County for a project revision. These requests, the Engineer said, have been investigated and are in order. The Commission accepted his recommendation for approval of the projects and authorized the Secretary to sign routine construction agreements on the following projects:

County	FAS	Section & Description	Programmed Amount	FAS Funds
Deschutes	330	C.O.I. Canal Bridge. Revised to 44' bridge, also grading and paving, 0.1 mile. (Originally approved 11/22/66)	\$ 20,000	1967
Jefferson	660	Grandview Section (portions of Jordan and Graham Roads), grading and drainage. Approximately 6 miles.	125,000	1967

(Continued on next page)

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## 1967 &amp; 1968 COUNTY FAS PROJECTS - Continued

County	FAS	Section & Description	Programmed Amount	FAS FUNDS 1967
Lake	807	Drake Creek-Warner Highway. Leveling course and an O-11 oil mat 20' wide with 4' shoulders, 7.8 miles.	\$130,000	
Total.....			\$275,000	

SUMMARY BY FISCAL YEARS	1967	1968	Total
Allocated Funds	\$3,952,000	\$3,980,000	\$7,932,000
Approved Projects (Corrected to date)	1,813,000	--	1,813,000
Unprogrammed Balance	\$2,139,000	\$3,980,000	\$6,119,000
Projects Proposed 12/19/66	275,000	--	275,000
Unprogrammed Balance	\$1,864,000	\$3,980,000	\$5,844,000

The Engineer presented his report and recommendation for a program of special street work in cities having a population of less than 5,000 using the \$250,000 appropriation stipulated by ORS 366.805. By way of explanation, he mentioned that 56 applications had been received, all of which were carefully investigated. The 17 projects recommended for approval, he said, are the most meritorious and are all that can be covered by available funds. The Commission approved allocations for the following cities and authorized the Secretary to sign routine construction agreements:

## APPLICATIONS APPROVED FOR 1967 PROGRAM

City	Division	SCA	City	Total
Canyonville	III	\$17,500	\$ 3,000	\$20,500
Clatskanie	II	23,000	---	23,000
Dayton	II	25,000	7,500	32,500
Dufur	IV	25,000	---	25,000
Gold Hill	III	25,000	2,500	27,500
Haines	V	25,000	2,200	27,200
Jacksonville	III	25,000	19,000	44,000
Lafayette	II	25,000	1,500	26,500
Metolius	IV	25,000	1,000	26,000
Mt. Vernon	V	25,000	6,000	31,000
Philomath	II	25,000	5,500	30,500
Pilot Rock	V	23,000	---	23,000
Sutherlin	III	23,000	3,500	26,500

(Continued on next page)

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APPLICATIONS APPROVED FOR 1967 PROGRAM-Continued

<u>City</u>	<u>Division</u>	<u>SCA</u>	<u>City</u>	<u>Total</u>
Sweet Home	II	\$25,000	\$27,500	\$52,500
Talent	III	20,600	2,400	23,000
Tualatin	I	25,000	1,000	26,000
Vale	V	25,000	---	25,000
		\$407,100	\$82,600	\$489,700

(The total of \$407,100 consists of \$250,000 allocated for 1967 plus \$125,000 which was not programed in 1949 plus underruns in the 1966 program.)

Contractors' requests for extensions of time to complete highway contracts were presented by the Engineer. He mentioned that each request has been carefully investigated and the Commission has been informed of the investigation by letter. The Commission took action as follows:

- (1) Waybo, Inc., Contract No. 6796, on FAS 728 in Multnomah County, requested an increase in the specified number of calendar days from 150 to 161. The Commission approved the increase as requested without assessment of liquidated damages. Approval by the Bureau of Public Roads is not required.
- (2) L. W. Vail Company, Inc., Contract No. 6847, on the Chemult-Lenz Road Section of The Dalles-California Highway in Klamath County, requested an increase in the number of calendar days from 145 to 152. The Commission denied the request.
- (3) Oosterwyk Nurseries, Inc., Contract No. 6730, on the Cabin Creek Safety Rest Area along the Pacific Highway in Douglas County, requested that the completion date be advanced from May 31, 1966, to September 1, 1966. The Commission approved the request without assessment of liquidated damages. Approval was given by the Bureau of Public Roads by letter dated November 10, 1966.
- (4) Peter Kiewit Sons' Company, Contract No. 6501, on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County, requested an extension of time from December 24, 1965, to May 2, 1966. The Commission approved the extension of time as requested without assessment of liquidated damages.

- (5) Ramsey-Waite Company, Inc., Contract No. 6584, for roadside improvement on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County, requested an extension of the completion date from December 31, 1965, to January 12, 1966. The Commission granted the request without assessment of liquidated damages. The Bureau of Public Roads concurred in this extension in their letter of December 9, 1966.

The Engineer reported that Contract Nos. 6506, 6514, 6537, 6538, 6585, 6731, 6735, 6749, 6753, 6764, 6792, 6826, 6827, 6848, 6849, 6863, 6866, 6913, 6921, and 6934, for highway construction have been completed in accordance with requirements of the contracts or modifications thereof, and said contracts are now ready for acceptance, 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. 155," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The next regular Commission meeting was confirmed for January 31, 1967, in Room 419, of the State Highway Building, in Salem. A tentative date for the following meeting was set for March 14, 1967.

The Commission considered a tabulation of bids received December 15, 1966, for construction projects. The Commission awarded contracts as recommended by the Engineer, and authorized the Secretary to sign the contracts on the following projects:

BIDS RECEIVED IN SALEM DECEMBER 15, 1966

Grading, oiling, and structures on the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County. FAP No. F-182(4). Twenty-three bids were received. The Commission elected to accept the low bid of Steelman Duff, Inc., Portland, in the sum of \$541,420.00 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.

Grading, paving, structure, signing and illumination on the Biddle Road (Medford) Interchange Section of the Crater Lake Highway in Jackson County. State Project. Four bids were received. The Commission elected to accept the low bid of M. C. Lininger & Sons, Inc., Medford, in the sum of \$589,377.40 and the State Highway Engineer was directed to award the contract to said bidder as soon as necessary right of way is acquired.

Widening of northbound traffic lane over Southern Pacific Railroad on the Belt Line Road Interchange Section of the Pacific Highway in Lane County. Federal-aid Interstate Highway Project No. I-5-4(55). Six bids were received. The Commission elected to accept the low bid of T & M Constr. Co., Salem, in the sum of \$60,275.00 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.

Long Tom River (Clear Lake Road) Bridge on FAS 934 in Lane County. FAP No. S-556(1). Ten bids were received. The Commission elected to accept the low bid of Hamilton Construction Co., Eugene, in the sum of \$154,765.00 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 \$35,000.00 is deposited by the County.

Grading, paving, and structure on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County. FAP No. F-311(14). Thirteen bids were received. The Commission elected to accept the low bid of Stach Constr. Co., Inc., & M. R. Holst Constr., Grants Pass, in the sum of \$839,654.00 and the State Highway Engineer was directed to award the contract to said bidder as soon as approval of the Bureau of Public Roads and the State of Idaho is received.

Extension of Ross Island Bridge and replacement of Milwaukie Avenue Undercrossings on Pacific Highway (1'E) in Multnomah County. State Project. Six bids were received. The Commission elected to accept the low bid of Schrader Constr. Co., Inc., Portland, in the sum of \$639,347.00 and the State Highway Engineer was directed to award the contract to said bidder as soon as the plans are approved by the City of Portland, the Railroad, and right of way clearance is received.

Grading, paving, and structures on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County. FAP No. F-240(3). Ten bids were received. The Commission elected to accept the low bid of Dorman Construction Co., Vancouver, Washington, in the sum of \$1,421,221.50 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.

Deer Creek Bridge on Diamond Lake Boulevard in Douglas County. County Project. Seven bids were received; the low bid was submitted by Tom Lillebo Constr. Co., Reedsport, in the sum of \$162,742.80. Bids for this project were received in behalf of Douglas County and were referred to the County for action.

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

- (1) Illumination on the 2nd Street Interchange (Hood River) Section of the Columbia River Highway in Hood River County. Bids received November 18, 1966. Contract No. 6954 awarded November 28, 1966, to Sims Electric, Inc., Roseburg, low bidder.
- (2) Grading and paving on the Cairo Junction Section of the Central Oregon and Olds Ferry-Ontario Highways in Malheur County. Bids received November 18, 1966. Contract No. 6955 awarded November 28, 1966, to C. E. Leseberg, Nyssa, low bidder.
- (3) Grading and paving on Broadway Street in Milton-Freewater in Umatilla County. Bids received November 18, 1966. Contract No. 6958 awarded November 28, 1966, to Jones-Scott Company, Walla Walla, Washington, low bidder.

An increase on Contract No. 6903 on the Worden-California State Line Section of The Dalles-California Highway in Klamath County was reported by the Engineer. The anticipated overrun, he said, is \$31,000 or 9.08% and was caused by the need for additional tractor work to rip up the source for borrow material. The Commission approved the increase.

Attention was given to a request from a local resident that a reduced speed zone be established south of Brookings on the Oregon Coast Highway in Curry County. The Engineer stated that an investigation was made indicating that the existing 45-mile-per-hour speed zone should be reduced. He recommended that "Speed Zone Resolution No. 476" be rescinded and that a 40-mile-per-hour speed zone be established from the east city limits of Brookings to a point 0.28 mile southeast of Hoffeldt Lane, a distance of approximately 1.02 miles. The Commission accepted his recommendation and thereupon adopted "Speed Zone Resolution No. 521," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A resolution abandoning to the City of Silverton portions of the Cascade Secondary Highway and the Silver Creek Falls Secondary Highway in Silverton was presented by the Engineer. Construction of the new section of the Hillsboro-Silverton Highway between Mt. Angel and Silverton has made possible the elimination of the old portion of the Cascade Highway on Oak Street between First and Water Streets, and on the Silver Creek Falls Highway on Water Street between Lewis Street and Oak Street. The resolution also extends the newly constructed portion of the Hillsboro-Silverton Highway, southerly on First Street to Lewis

Street and westerly on Lewis Street to Water Street in Silverton. Following his favorable recommendation, the Commission approved "Abandonment Resolution No. 447," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

An agreement with the City of Woodburn concerning revision of traffic signals at the intersection of the Pacific Highway East and Young Street was considered. Under the agreement, the State is to perform the work and the City is to pay one-half the cost of installation and provide for all maintenance and electrical energy requirements. The Engineer estimated the total cost of the project at \$1,000 with the State's share to be taken from State Construction Funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

The Commission also considered an agreement with the City of Milwaukie for a flashing beacon at the intersection of 21st Avenue and Lake Road (Clackamas Highway). The Engineer stated that the City had requested the flashing beacon and an investigation indicates that it is warranted. The agreement provides that the State install the signals and the City pay one-half the cost of installation and provide all maintenance and electrical energy requirements. He estimated the total cost of the installation at \$1,600, with the State's share to be taken from State Construction Funds. The Commission approved the installation and authorized the Secretary to sign the agreement for them.

A cooperative construction-finance agreement with the City of Mt. Vernon pertaining to the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County was discussed. The agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, maintenance, and other matters. Based on the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to a throughway abandonment agreement with Washington County concerning the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County. This agreement, the Engineer commented, covers right-of-way acquisition, construction of the project, utility relocation, road closures, abandonment to the County of a portion lying westerly of the pending project, and other matters. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it in their behalf.

A supplemental throughway agreement with Clackamas County pertaining to the Washington County Line-Multnomah County Line Unit of the East Portland Freeway (I-205) was brought up by the Engineer. He mentioned that this is a similar agreement to those previously approved with the Cities of West Linn, Oregon City, and Gladstone and that this agreement would be the last City agreement within Clackamas County on I-205. The agreement provides for construction of the throughway and connections thereto, relocation and construction of county roads, road closures, utility relocation, and other matters. The Commission accepted

the Engineer's recommendation for approval and authorized the Secretary to sign the agreement for them.

Consideration was also given to a throughway agreement with Umatilla County concerning the Stanfield Junction-Rieth Hill Section of the Old Oregon Trail (I-80N) in Umatilla County. This agreement contains the usual provisions for construction of the project, reconstruction of various county roads, road closures, and utility relocation. The Engineer pointed out that this agreement is a milestone in Oregon highway construction, as the entire portion of I-80N is now agreed upon from Portland to La Grande, with the exception of an eight mile section southeasterly from Pendleton. He recommended that the agreement be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

The Commission considered a cooperative construction-finance agreement with the City of Coos Bay pertaining to construction on the Central Avenue-Newmark Avenue Section of the Empire-Coos Bay Highway (Ocean Boulevard) in the City of Coos Bay. The Engineer estimated the cost of the project at \$1,220,000, with the entire cost to be shared 75% by the State and 25% by the City. The project is not on any tentative construction schedule and he stated that because of the cost, the project may be performed in sections. The City's advance deposit would be based on the cost of the particular section involved. Property descriptions will be furnished by the State to the City for its use in acquiring property, and plans will be submitted to the City when they are prepared. He recommended approval of the agreement and authority to purchase right of way, with construction to be undertaken when funds are available. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in their behalf.

Confirmation of an agreement with Champ Bond to plow snow on the Haines-Anthony Highway in Baker County was requested by the Engineer. He mentioned that Mr. Bond has performed this service in previous years at a cost between \$6,000 and \$7,000 per year. The new agreement provides that he continue operations for two snow seasons. Commissioner Simpson on November 29, 1966, verbally approved this agreement. The Commission confirmed the agreement and authority for the Secretary to sign it.

The Commission considered an agreement with Oregon Wells Inc., for the promotion of tourist trade in the San Francisco and Los Angeles areas in California. The Engineer commented that this service has been rendered under previous agreements and he recommended that the agreement be renewed to November 1, 1967, at a cost of not more than \$15,600. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

An agreement with the Eugene Water and Electric Board pertaining to the Belt Line Road Interchange Section of the Pacific Highway in Lane County was considered. This agreement provides that the State acquire certain property from the Board in exchange for property

along the Board's relocation route. Relocation of electrical facilities and construction of a conduit by permit is also provided. Estimated cost to the State is \$22,000. Following the Engineer's favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

An agreement was considered with Bonneville Power Administration concerning relocation of its facilities which are in conflict with highway construction on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County. The Engineer estimated cost to the State at \$2,580 and recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to a request from the City of Silverton to annex to the City a portion of the Hillsboro-Silverton Highway. The portion to be annexed, the Engineer said, lies between the center line of Jefferson Street and the northerly right-of-way line of the Southern Pacific Railroad spur line. The annexation will not be detrimental to the Highway Department and he recommended that it be approved. The Commission approved the annexation and authorized the Secretary to sign a consent form.

The Commission also considered a request from the City of Ontario to annex to the City a parcel adjacent to and on the southerly side of the Old Oregon Trail in Malheur County. Annexation of this parcel will make possible further annexation of adjoining properties that wish to be joined to the City. It was the Engineer's recommendation that the annexation be approved. The Commission approved the annexation and authorized the Secretary to sign a consent form.

Attention was given to a license agreement with Publishers Paper Company covering permit entry and operation of core drilling equipment at three locations near Brighton in Tillamook County. In this area, the Engineer said, there is a continuing search for deposits of good quality rock. The license agreement will allow core drilling equipment on Publishers Paper Company land through March 31, 1967, without cost to the State. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Attention was given to a supplemental throughway construction agreement with the City of Portland and Multnomah County pertaining to the North Russell Street-S. W. Curry Street Section of the Pacific Highway (East Bank Freeway, I-5). The Engineer explained that the agreement covers construction and maintenance of pedestrian ramp facilities to the Morrison Street Bridge, Water Avenue, and the esplanade along the east bank of the Willamette River. The State is to construct the ramps and illumination, remove existing sidewalks, and other

matters. The City is to assume all responsibility for maintenance of the ramp and the electrical energy for illumination. The County, among other things, approves deletion of two feet of roadway on the Yamhill Street off-ramp to provide for wider sidewalks. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

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The Commission approved payment of 1967 annual dues in the amount of \$50 to the Western Association of State Highway Officials (WASHO).

The Engineer presented for consideration a survey on the Rock Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County. He mentioned that the section is 2.82 miles in length and a public hearing was not required. He recommended that the survey be approved and authority granted to purchase right of way with construction to take place when funds are available. The Commission approved the survey and thereupon adopted "Survey Resolution No. 331," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The acquisition of 58 acres of property as an addition to Dabney State Park on the Crown Point Secondary Highway in Multnomah County was discussed. The Engineer commented that the park is located on the northerly bank of the Sandy River, approximately three miles upstream from the I-80N crossing. The property under consideration is adjacent to and easterly from the existing park. Dabney Park is very heavily used and additional land would be very desirable. He recommended that the 58-acre parcel be approved as a part of the State Parks acquisition program at an estimated cost of \$125,000. The Commission approved his recommendation.

The Chairman inquired as to the status of tourist traffic in Oregon during 1966. Mr. Shaw, Assistant State Highway Engineer, explained that statistics on tourism are obtained from interviews with out-of-state drivers. In 1966, occupants of 4,492 vehicles on 17 routes were interviewed. He mentioned that income from tourism this year amounted to approximately \$252,700,000, an increase of 2.2 million over 1965. The average expenditure per car, however, is down slightly. It was his opinion that tourists desire cheaper accommodations, and he mentioned the great increase in the number of trailers and campers mounted on pickups. Also the amount of time spent in the State dropped from 3.5 days in 1965 to 3.4 days in 1966 and the average total expenditure per trip indicated a reduction of approximately \$5.75. Chairman Jackson commented that the Travel Division's prime objective is the promotion of tourism and the local communities should assume greater responsibility in getting tourists to stay longer in the State.

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

"Bargain and Sale Deed" conveying to Rognald S. and Jean Knutson a parcel of land on the Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County.

"Bargain and Sale Deed" conveying to Jefferson County a parcel of land on the Jefferson County Line-Madras Section of The Dalles-California Highway in Jefferson County.

"Bargain and Sale Deed" conveying to Robert A. and Frank A. Bitar a parcel of land on the Russell Street-Curry Street Section of the Pacific Highway in Multnomah County.

"Bargain and Sale Deed" conveying to Glenn A. and Virginia W. Byrnes and H. J., Jr. and Jean Curl a parcel of land on the Junction of Bend-Sisters Highway Section of The Dalles-California Highway in Deschutes County.

"Bargain and Sale Deed" conveying to Fred G. Meyer a parcel of land on the Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway in Washington County.

"Quitclaim Deed" to the United States (Walla Walla Corps of Engineers) covering the Boardman Section of the Old Columbia River Highway in Gilliam County.

"Indenture of Access" to Clifford H., Evelyn J., Raymond V. and Mary J. Meyer property on the Multnomah County Line-Middleton Section of the Pacific Highway West in Washington County.

"Indenture of Access" to Clifford H. and Evelyn J. Meyer property on the Tigard-Newberg Section of the Pacific Highway West in Washington County.

"Indenture of Access" to Eugene C. and Sarah S. Venn property on the Mohawk Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County.

"Agreement" with City of Woodburn covering the revision of traffic signals at the intersection of the Pacific Highway East and Young Street in Woodburn.

"Agreement" with the City of Milwaukie covering the installation of a flashing beacon at the intersection of 21st Avenue and Lake Road (Clackamas Highway) in Milwaukie.

"Cooperative construction finance agreement" with the City of Mt. Vernon covering the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County.

"Throughway abandonment agreement" with Washington County covering the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

"Supplemental throughway agreement" with Clackamas County covering the Washington County Line-Multnomah County Line Unit on the Pacific Highway (I-5)-Washington State Line Section of the East Portland Freeway (I-205) in Clackamas County.

"Throughway agreement" with Umatilla County covering the Stanfield Junction-Rieth Hill Section of the Old Oregon Trail in Umatilla County.

"Cooperative construction finance agreement" with the City of Coos Bay covering the Central Avenue-Newmark Avenue Section of the Empire-Coos Bay Highway (Ocean Boulevard) in Coos County.

"Agreement" with Oregon Welcome covering out of state tourist promotion.

"Agreement" with the Eugene Water and Electric Board covering the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

"Trust Agreement" with the Bonneville Power Administration covering the relocation of its facilities which conflict with the construction of the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

"Consent to Annexation" to the City of Silverton covering a portion of the Hillsboro-Silverton Highway in Marion County.

"Consent to Annexation" to City of Ontario covering a parcel of land lying adjacent to and on the southerly side of the Old Oregon Trail in Malheur County.

"License Agreement" with the Publishers Paper Company covering permit entry and operation of core drilling equipment through March 31, 1967 at three locations in the area of Brighton in Tillamook County.

"Supplemental throughway construction agreement" with the City of Portland and Multnomah County within the North Russell Street-S. W. Curry Street Section of the Pacific Highway (East Bank Freeway, I-5) concerning construction of pedestrian facilities to the Morrison Street Bridge in Multnomah County.



The meeting was recessed at 10:25 and reconvened in the same room at 10:55 a.m.

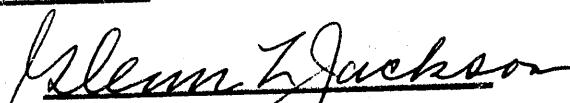
A delegation from Estacada representing the Citizens Committee for Highway Safety came before the Commission regarding improvements to the Clackamas Highway, particularly between Estacada and Carver. The following people were present: Dave Edwards, Spokesman; James L. Brown; Ormal Trick; Harry Collins; Gene Crawford; Lauren Lucas; and Ray Hayden, all of Estacada.

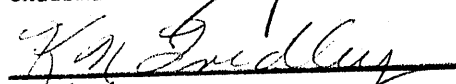
Mr. Edwards inquired as to what progress has been made on improvements previously requested between Estacada and Carver, and what might be expected in the near future. He mentioned the two 90 degree curves near Eagle Creek and stated that nothing substantial had been done to improve them. It was his recollection that a delegation several years ago had been advised that relocation could be expected in about three years. Mr. Brown pointed out that the average daily traffic count does not show the extremely high peaks of traffic nor does it indicate the volume of log trucks. He requested that a review be made to determine more accurately the kind of traffic. Some shoulder work, he said, had been done on Dead Man's Curve but not enough to materially improve the dangerous condition. He pointed out that many people have written in requesting improvement, and they would like to have some indication as to what can be done.

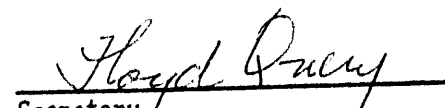
The Chairman recalled that the delegation had appeared on November 22, 1966, and there had not been enough time to complete the investigation which is still underway. The Commission, he said, has a difficult problem in trying to correct all needed improvements because of a lack of funds. Also, the financial picture is still not clear because of proposals which will be presented to the 1967 legislature affecting state highway funds. He also mentioned that priorities established some time ago may change because of increases or decreases in traffic. The Commission appreciates the need for improvements on this highway but no solution is available at this time. The Commission, he added, will do all that it can.

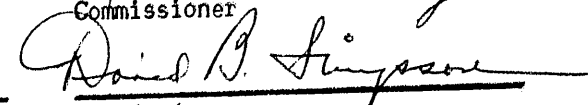
There being no further business to conduct, the meeting was adjourned at 11:12 a.m.

  
State Highway Engineer

  
Chairman

  
Commissioner

  
Secretary

  
Commissioner

December 19, 1966

Salem, Oregon  
January 31, 1967

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 419, State Highway Building, 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  
Tom Edwards, Assistant State Highway Engineer  
Lloyd P. Shaw, Assistant State Highway Engineer  
Victor D. Wolfe, Administrative Assistant  
George E. Rohde, Chief Counsel  
Frank C. McKinney, Assistant Counsel  
David Moehring, Right of Way Engineer  
C. H. Maison, Controller  
Floyd Query, Secretary  
F. B. Klaboe, Assistant Highway Engineer was excused.

Among others present were A. W. Parsons, Division Engineer, U.S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; John Oakes, Assistant Right of Way Engineer; and John Earley, Information Officer.

The Commission approved the minutes of the meeting held on December 19, 1966.

The Right of Way Engineer presented a list of options, pages 1 through 71, secured for acquisition of real property needed for state highway use or for other purposes. The amounts offered, he said, are based upon careful appraisals, and are in proper order for federal-aid. 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 confirmed closing the options which had been sent to them for approval since the last Commission meeting. They also approved those options presented for the first time at this meeting and thereupon adopted "Right of Way Resolution No. 39," 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 December 9, 1966, to January 23, 1967, totaled \$29,064; land sales \$131.00; timber sales \$531.75. Rental receipts for December, 1966 amounted to \$8,779.97. The Commission accepted the report.

January 31, 1967